

# THE LITERARY DIGEST

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## TOPICS - OF - THE - DAY

**AMERICAN JURISTS SENTENCE THE KAISER**—An article presenting the views of hundreds of American judges and professors of law, who tell what punishment should be imposed upon William II. if he is tried and found guilty, will be found on page 47.

### ALIEN AND SEDITION BILLS OF 1920

THREE PRESIDENTS MURDERED and another twice wounded by assassins' bullets—this record, in the opinion of many Americans, emphasizes the need of legislation to abolish the twilight-zone in which incendiary agitators can now lurk and operate with impunity. For in the assassination of Lincoln, Garfield, and McKinley, and in the attempts upon Roosevelt's life, the crimes were committed by weak-minded or unbalanced men moved to action by the spoken or printed words of others who remained "within the law." As the advocates of new antisedition acts point out, there is no Federal law to prevent a man mounting a soap-box on any street-corner in the United States and deliberately inciting others to acts of violence against the Government; nor have we national legislation to prevent a newspaper playing upon the passions and prejudices of its readers to the same end.

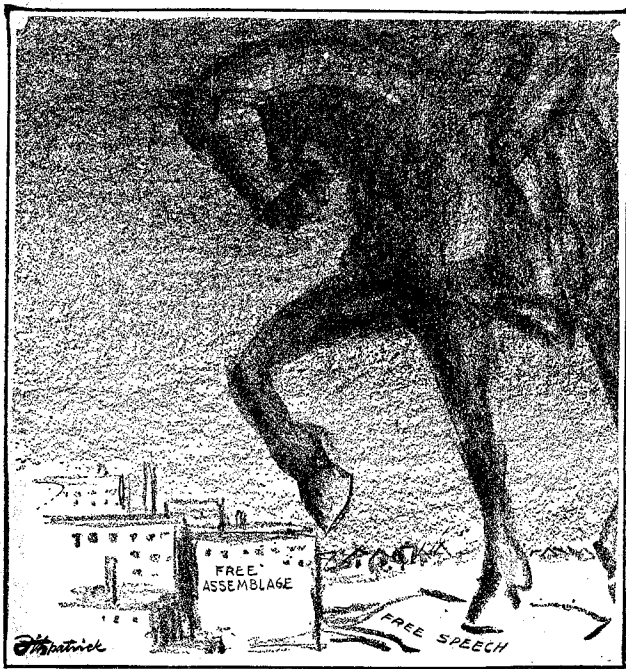
Moreover, the Department of Justice claims to know of 60,000 persons in this country who are organized to agitate for the overthrow of the Government by force, and Attorney-General Palmer has affirmed the need of additional legislation to deal with the problem, and has specified the form he thinks this legislation should take. At present, he says, it is not a crime to attempt to bring about the forcible overthrow of the Government, unless one's acts amount to "treason, rebellion, or seditious conspiracy"; it is not a crime under the general criminal laws to advise the defiance of law, either by the printed or the spoken word; nor is it a crime to advocate the unlawful obstruction of industry or the unlawful destruction of property. His remedial suggestions are embodied in the Davey Bill, introduced by Representative Martin L. Davey (Dem.), of Ohio. This bill, as the *Philadelphia Inquirer* (Rep.) points out, "applies to individuals what the present penal code applies to 'two or more persons.' That is to say, it does not require conspiracy as an essential element in sedition." Furthermore, notes *The Inquirer*, "it deals with the seditious propaganda designed to lead to seditious acts." Mr. Davey himself thus defines the aim of the proposed legislation: "All that is required is a law making it a crime to advocate or use force or violence for the destruction of this Government, provide proper punishment therefor, permit denaturalization of naturalized aliens as well as deportation; preserving at the same time the unquestionable right of trial by jury; protecting the accused against unjust or despotic arbitrary power, and maintaining the right of proper and legitimate free speech and free press."

But it is just this problem of providing further safeguards against sedition, without sacrificing or imperiling "the right of free speech and free press" that is causing growing concern among our editorial observers, our legislators, and public-spirited citizens generally. It is admittedly difficult to close the door effectively against seditious agitation without at the same time killing

certain constitutional liberties and doing violence to that "fierce spirit of liberty" which Edmund Burke named as America's chief characteristic. As one editor remarks, it is bad policy to burn the barn in order to get rid of the rats. As Mr. Justice Oliver Wendell Holmes, of the United States Supreme Court, says in a letter to the Harvard Liberal Club, "with effervescent opinions, as with the not yet forgotten champagnes, the quickest way to let them get flat is to let them get exposed to the air." In contrast to this liberal view from the Supreme Bench the *Pittsburg Leader* (Ind.) calls attention to a remark of Commissioner Skeffington, of the Immigration Bureau at Boston, that he was anxious to "get" the members of the Harvard Liberal Club itself under the proposed sedition law. Senator France (Rep.), of Maryland, is convinced that "if we restore to our people the liberties which they enjoyed prior to the war, the serious unrest and discontent will quickly disappear." And Senator Norris (Rep.), of Nebraska, declares that "instead of stopping a man from making a speech on a street-corner, I would buy him another soap-box and put it on the street and tell him to go to it. I have faith enough in the principles of our Government and in its very foundation-stones to believe that it can withstand the attack of crazy nonsensical anarchists and others." Samuel Gompers, in the name of the American Federation of Labor, has warned Congress against legislation which might breed the very spirit it seeks to repress; and from the churches comes a protest declaring that recent governmental activities, including the deportation of aliens without judicial trial, the proposed sedition legislation now in Congress, and the suspension of the five Socialists from the New York Assembly, "threaten the basic principles of our Government." Among the twenty-two eminent divines who sign this protest are five bishops of the Episcopal Church and one bishop of the Methodist Episcopal Church. "For every Bolshevik that is put out of business by a harsh law two will spring up to take his place, recruited from the ranks of citizens who resent the invasion of their rights," declares the *El Paso Times* (Dem.), which reminds us that "the menace of Bolshevism is not so great that we need to set up a greater menace in its place in order to combat it." "The American people have lived for 120 years without a Sedition Law," remarks the *New York World* (Dem.), which thinks that "to impose this measure of European despotism upon them at this time is an insult to their patriotism and a defiance of their traditions." And the *Toledo News-Bee* (Ind.) suggests that "before making up their minds on the various hysterical antisedition bills, members of Congress should thoughtfully read the Magna Carta, the Bill of Rights, the Declaration of Independence, and the Constitution of the United States."

Has the Sixty-sixth Congress learned nothing from American history, many editors ask, recalling the fate of the Federalist

party when it persisted during the Administration of President Adams in enacting a series of Alien and Sedition Laws. As "The New International Encyclopedia" states, "the Alien Act, passed June 25, 1798, to remain in force two years, gave the President power to order the removal from the country of aliens



INTOLERANCE IN THE SADDLE.

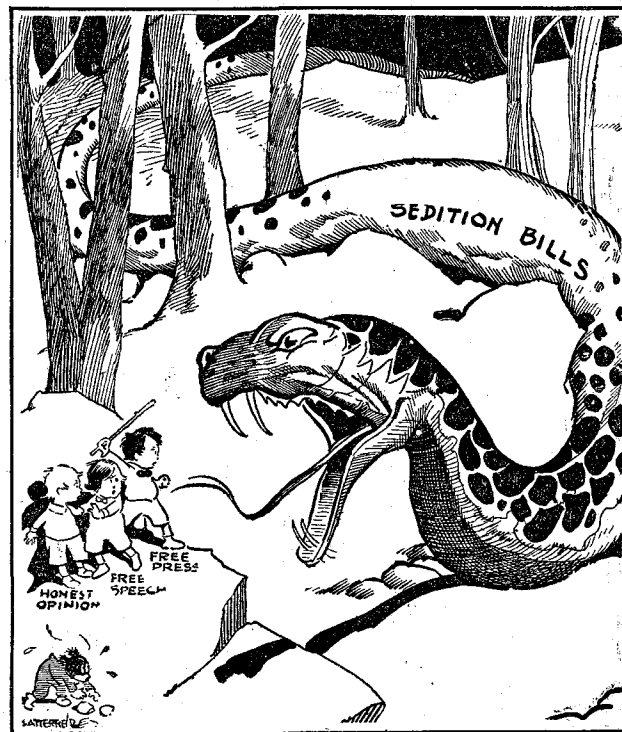
—Fitzpatrick in the St. Louis Post-Dispatch.

judged to be dangerous, and provided that if those so notified did not leave the country or secure from the President a license to remain, they would be subject to imprisonment for not over three years, and be disqualified from ever becoming citizens of the United States." In the Alien Deportation Act of October 16, 1918, we now have a law under which, according to a recent ruling of Secretary of Labor Wilson, aliens can be deported for membership in a party or organization which proposes to overthrow the Government of the United States by force. The Sedition Act of 1798, which Woodrow Wilson in his "History of the American People" describes as cutting "perilously near the roots of freedom of speech and of the press," imposed penalties not exceeding a fine of \$5,000 and five years' imprisonment for conspiring against the Government and its measures and for interfering with the operations of the Government. It also, according to the encyclopedia already quoted, "imposed a penalty of imprisonment for not over two years and a fine of not over \$2,000 for printing scandalous material concerning the Federal Government, the President or Congress." The origin of these laws, quote the same authority again, lay in "the desire of the party in power to stifle the more virulent forms of political opposition then prevalent, and to check the activities of those who sympathized with France"—and with the agents in America of the French Revolution. Their effect, as the Louisville Times (Dem.) reminds us, was to "cause Kentucky and Virginia to declare for nullification," to breed "the spirit of secession that ended only in the Civil War," and generally to "bring the country to the verge of revolution." They led to the overthrow of the Federalist party, and the election of Thomas Jefferson, who expressed his faith in the inherent strength of free government in these words: "If there be any among us who wish to dissolve this Union, or to change its republican form, let them stand undisturbed as monuments of the safety with which error of opinion may be tolerated, where reason is left free to combat it." Of the parallel between that day and this, and between the sedition bills of the Adams and the Wilson administrations, the Lincoln Nebraska State Journal (Rep.) says:

"The French revolution was at that time frightening the world as the Russian revolution is frightening it now. Its spirit had reached America, and the conservative Federalist party was concerned lest newly established institutions of the country should be bowled over by a wave of radicalism.

"The parallel is thus far rather complete. It is, of course, to be remembered that we have a different world and a different America now. Exactly the same result could not flow from the present state of facts. A somewhat similar result might appear, however. It is quite possible that this act, like its ancestor, may promote the radicalism which it is intended to suppress. That has so often been the history of repressive efforts, not only in the United States but in old France, old Russia, in England, and even in ancient Egypt, that one is justified in viewing the proceedings of Congress with some concern.

"The literal purpose of the act is unimpeachable. It is aimed only against revolutionists, those who propose to seek their ends by violence. The danger in such a measure lies in the ease with which, in practice, its boundaries can be enlarged. What constitutes an enemy of the Government? That is hard to hold to any rule. Our human tendency is to regard everybody who doesn't think as we do as an enemy of society. Non-Partisan Leaguers have been mobbed in Nebraska and other States as revolutionists, tho they promote their schemes purely by constitutional political methods. The New York legislature has barred its Socialist members. Not because they are Socialists—oh, no. But because, in the opinion of their opponents, they are inimical to the Government. So to many Democrats are all Republicans, and vice versa. Judge Gary thinks organized labor is inimical to society. A legislature of Gary's would accordingly consider it treason to let Samuel Gompers sit as a member. Mr. Gompers, in turn, might feel that as a patriotic American and leader of a legislative majority, it was his duty to hold that no Gary should have a seat in the legislature from which to promote the perversion of government. One foresees easily the chaos toward which this leads. There's the danger we get into with sedition acts. They cover a field of action wherein the question of criminality may be largely a matter of political opinion. As such it will lead us, unless administered with a wisdom not usual in such cases, deeper into the mire of radicalism. For we may depend upon it, anything savoring of



AS GAG-RULERS WOULD HAVE IT.

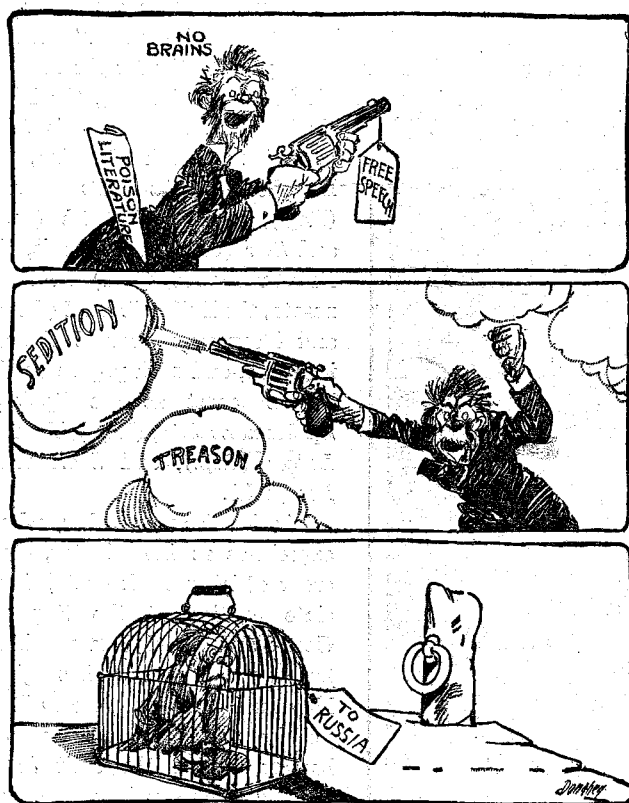
—Satterfield in the Jersey City Journal.

political persecution will cause the same sort of reaction in America now that it did in 1798."

The Starling and Graham Sedition bills, the measures which for a time held the lead in the race toward enactment, have been condemned by a large part of the press for some of their more drastic provisions, and have been criticized by Attorney-



General Palmer himself as not according with "my views of what the legislation should be." The Davey Bill, drafted by the Attorney-General in response to a Senate resolution, provides fines not exceeding \$10,000 and imprisonment for not more than twenty years for persons convicted of an attempt to over-



IT HAPPENS ABOUT LIKE THIS.

—Donahy in the *Cleveland Plain Dealer*.

throw the Government or of acts of violence against the Government. It also would prohibit writings or teachings which constitute sedition. Its first clause, which defines sedition, reads:

"Whoever, with the intent to levy war against the United States, or to cause the change, overthrow, or destruction of the Government or of any of the laws or authority thereof, or to cause the overthrow or destruction of all forms of law or organized government, or to oppose, prevent, hinder, or delay the execution of any law of the United States, or the free performance by the United States Government or any one of its officers, agents, or employees of its or his public duty, commits, or attempts, or threatens to commit, any act of force against any person or any property, or any act of terrorism, hate, revenge, or injury against the person or property of any officer, agent, or employee of the United States, shall be deemed guilty of sedition, and, upon conviction thereof, shall be punished by a fine not exceeding \$10,000, or by imprisonment for a period not exceeding twenty years, or by both such fine and imprisonment, in the discretion of the court."

Section 2, which deals with the promotion of sedition, reads:

"Whoever makes, displays, writes, prints, or circulates, or knowingly aids or abets the making, displaying, writing, printing, or circulating of any sign, word, speech, picture, design, argument, or teaching which advises, advocates, teaches, or justifies any act of sedition as hereinbefore defined, or any act which tends to incite sedition as hereinbefore defined, or organizes or assists, or joins in the organization of, or becomes or remains a member of, or affiliated with, any society or organization, whether the same be formally organized or not, which has for its object, in whole or in part, the advising, advocating, teaching, or justifying of any act of sedition as hereinbefore defined, or the inciting of sedition as hereinbefore defined, shall be deemed guilty of promoting sedition, and, upon conviction thereof, shall be punished by a fine of not exceeding \$10,000, or by imprisonment of not exceeding ten years, or by both such fine and imprisonment, in the discretion of the court."

Other sections provide for the deportation of aliens convicted under this act, after they have served their sentence,

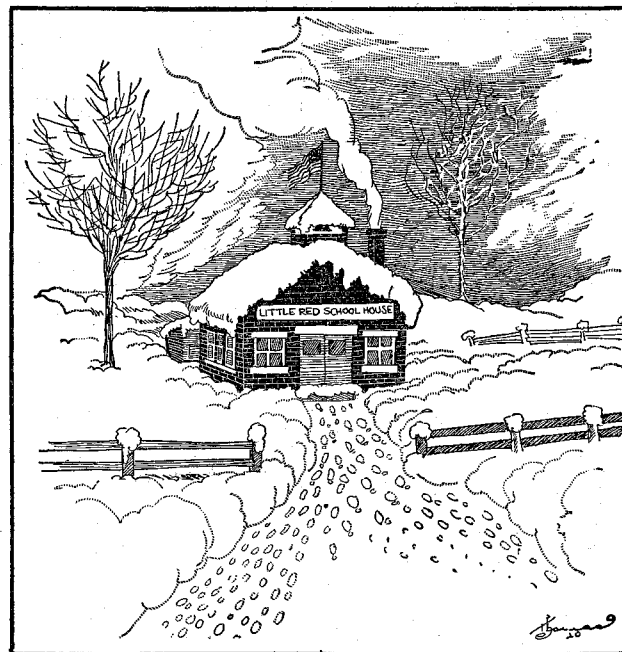
and for the denaturalization and subsequent deportation of any naturalized citizen similarly convicted.

Plenty of law already exists against the overthrow of the Government by force and violence, declares *The New Republic*, which cites chapter and verse as follows:

"Section 332 of the United States Criminal Code punishes any one who 'aids' in the commission of a crime; who 'abets'; who 'counsels'; who 'commands'; who 'induces'; who 'procures.' Section 6 punishes 'two or more persons . . . who conspire to overthrow, put down, or to destroy by force the Government of the United States, or to levy war against them, or to oppose by force the authority thereof, or by force to prevent, hinder, or delay the execution of any law of the United States.' No language could be plainer. Nor could it more effectively expose the hollowness of the argument that the new legislation is to protect the American Government from overthrow by force and violence."

"The dangerous radicals can be reached and effectively squelched by the laws already on the statute-books," agrees the *Springfield Union* (Rep.), and the *Buffalo Evening News* (Rep.) thinks that the need is for the enforcement of old laws rather than the enactment of new, and this view is shared by many other papers, among them the *Richmond Journal* (Dem.) and the *New York American* (Ind.)

On the other hand, many papers heartily indorse the Davey Bill, and some are enthusiastically in favor of even the more drastic antisedition measures also before Congress. The *Indianapolis News* (Ind.) thinks that "it should not be difficult to strengthen somewhat the hands of the Government without weakening in any way the principles on which our liberty is based," and the *Philadelphia Inquirer* (Rep.) thinks that "the urgency of the occasion" calls for "prompt and hearty public support" of Mr. Palmer's bill. "If Congress fails to enact such a law," says the *Atlanta Constitution* (Dem.) "it will be assuming a grave responsibility." "It is a patriotic measure that should receive the unqualified support of every loyal American citizen," affirms the *Miami Herald* (Dem.), and the *Providence Journal* (Ind.) thinks that talk about restraint of free speech in connection with the Davey Bill "can safely be ignored



THE ANTIDOTE FOR "REDS."

—Thomas in the *Detroit News*.

by Congress." Among the papers ready to support even more drastic antisedition measures are the *Des Moines Capital* (Rep.), *Spokane Spokesman Review* (Rep.), *Minneapolis Journal* (Rep.), *Portland Oregonian* (Rep.), *San Diego Union* (Rep.), *Pittsburg Gazette-Times*, (Rep.), and *Washington Post* (Ind.).

## SOCIALISM ON TRIAL AT ALBANY

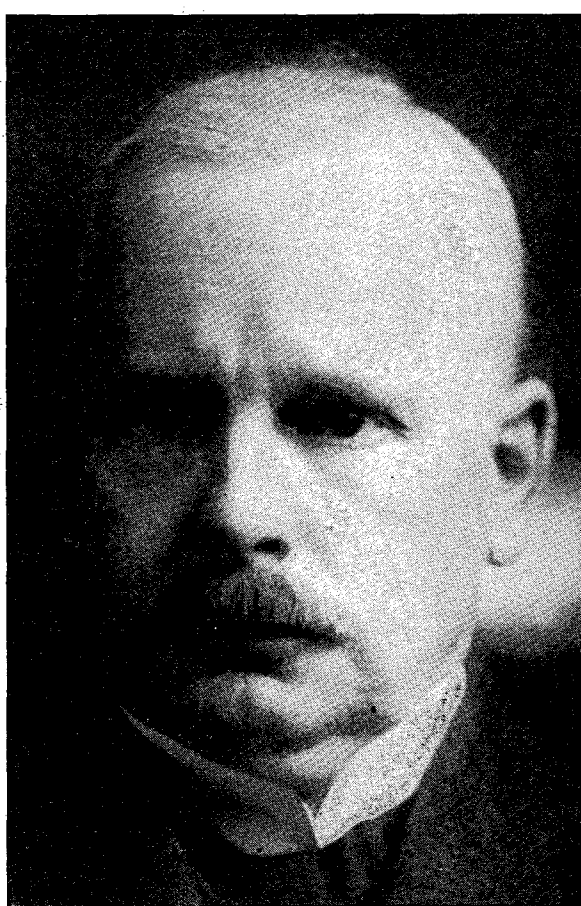
THE EYES OF THE NATION have been watching Albany for the past few weeks so closely that some editors predict the case of the five New York Socialist Assemblymen will go down in the history of Anglo-Saxon representative government as second in importance only to that of John Wilkes. A wide reading of the press comment shows that the case is considered significant in three ways: First of all, its appeal to the American sense of justice and fair play produces a wide-spread belief that minority rights have been flouted in violation of State and national constitutional guaranties; next the protests against unseating the Socialist legislators are taken as part of a general reaction against public and private anti-"Red" activities; and, finally, there is a feeling that the Albany trial may reveal whether and to what extent the Socialist party is a menace to American institutions. It was undoubtedly a feeling that injustice was being done that brought Mr. Hughes, the New York City and State Bar Association, and hundreds of prominent lawyers, clergymen, and editors of all party affiliations to denounce the program of Speaker Sweet in the most emphatic language. The attitude of the press was carefully summarized in our issue of two weeks since and expressions of both approval and condemnation of the Albany action were cited.

As the trial of the five accused Assemblymen proceeded, the chorus of disapproval became, if anything, louder, and emphatic protests have been heard on the floor of the Assembly and even from members of the committee carrying on the investigation.

In the New York capital, the Albany *Knickerbocker Press* (Rep.) has criticized Speaker Sweet's program from the first, and it ironically observed the other day that "after the Assembly have kicked out the five duly elected Assemblymen they may be expected to ask the Congress to pass an act for the removal of the Statue of Liberty Enlightening the World from New York Harbor." Most of the metropolitan papers have been quoted in no less vigorous condemnation, the Republican *Tribune* and Democratic *World* being quite as severe as *The Call*, the party organ of the suspended Assemblymen. The near-by liberal dailies like the Newark *News* and Springfield *Republican* gravely disapprove. In Pennsylvania the Pittsburg *Leader* calls the act of the Albany legislature in suspending the five Socialist Assemblymen "A Legislative Lynching." Worse than a lynching, declares this one-time Progressive paper, for while "the Southern mob strikes at the civic rights of an individual, the New York legislature, in reckless defiance of all law and order and in sheer disregard of political privileges and guaranties, strikes at the foundation and principles of American self-government." More harm, it declares, "has been inflicted upon the principles of political freedom and popular self-government, the American ideals, by the New York legislature than all the blatant mouth-

ings of the reddest of the 'Red.'" An Indiana newspaper, the Fort Wayne *Journal-Gazette*, similarly compares the suspension of the Socialists with lynching. In Kansas *The Ellsworth County Leader* asserts that when New York says that "Socialists merely as Socialists can not sit in the New York legislature" it is "the complete nullification of democracy" and "the shameless establishment of the dictatorship of naked plutocracy." Words almost as strong as these come from papers all over the country like the Asheville *Times* (Dem.), in North Carolina, the Richmond *Times-Dispatch* (Dem.) in Virginia, the Columbia *State* (Dem.) in South Carolina, the Lincoln *Nebraska State Journal* (Rep.), *The Post Dispatch* (Ind.) and *Star* (Ind.) in St. Louis, the Duluth *Herald* (Ind.) in Minnesota, the Dallas *Journal* (Dem.) and Beaumont *Journal* (Dem.) in Texas, and such papers on the Pacific coast as the Spokane *Spokesman Review* (Rep.), Tacoma *Ledger* (Rep.), and Sacramento *Bee* (Ind.).

Charles Evans Hughes, whose experience as investigator, Governor of New York State, Associate Justice of the Supreme Court, and Republican candidate for the Presidency has given him a unique perspective on State politics, published a statement in harmony with the attitude of the above-named newspapers which was reprinted in our issue of January 24. The Bar Association of New York City later appointed a committee, including Mr. Hughes, to submit a brief in the case of the suspended Assemblymen and to appear at the hearings to represent the public. The Judiciary Committee declined to receive them and their statement was later sent to the Assembly. The chief points in this committee's statement were to the effect that the Assembly's



THADDEUS C. SWEET,

Speaker of the New York State Assembly and a leader of the Republican party in the State, who instituted the proceedings to oust the five Socialist members of the Assembly.

constitutional power to judge the qualifications of its own members "is not an arbitrary power," but is to be exercised "in accord with the fundamental conceptions of due process and the essential principles of representative government;" that the Assembly "has no authority" under the Constitution "to establish any test of loyalty or political principle as a qualification of membership in addition to the official prescribed oath"; that no member ought to be deprived of his seat because of political affiliations only; and that no constituency should be "disfranchised because of political opinion."

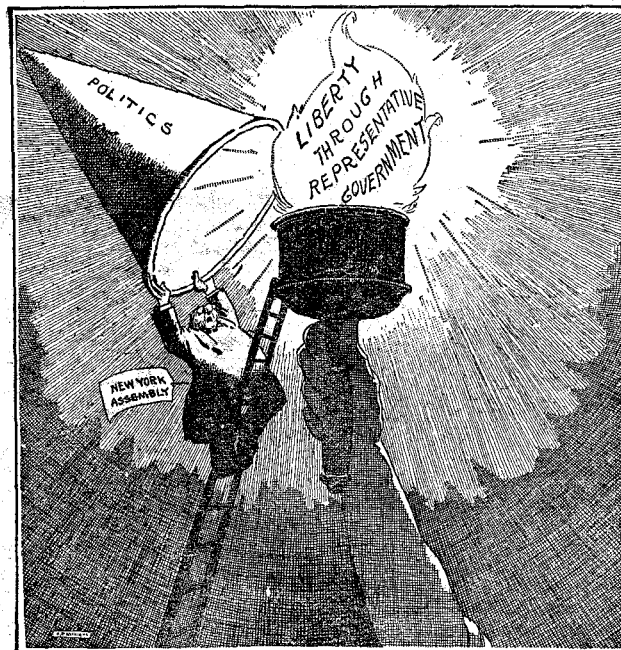
Noting the statements of Senators Thomas and Borah that the denial of the right of representation is likely to drive men to violence and lawlessness, the Dallas *Journal* observes that "the New York incident would not be worthy of extensive comment were it not for the fact that it is symptomatic of a widely prevalent disease." The Fresno (Cal.) *Republican* is convinced that "the present boisterous campaign against all radicalism and all liberalism among citizens must stop," because it is "illegal" and "un-American" and "because it is putting a lock on the only safety-valve that we have in the United States for popular discontent with governmental unfitness." The protest of the twenty-one clergymen cites the suspension of



Socialists by the New York State Assembly" as one evidence "of an excited mood on the part of many of our people." Several Socialist writers consider these very protests signs that the "excited mood" is passing. The wide-spread condemnation of the attack upon the Socialist Assemblymen inclines the Socialist Schenectady *Citizen* to believe that "the great reactionary wave has now reached its crest." Mr. James Oneal, of the New York *Call*, says in *The Socialist Review's* symposium on the case that "it means the turning-point in the stark reaction which has cursed the nation for several years."

The unseating process, which was begun by the Speaker of the New York State Assembly immediately after the House was organized, was continued when hearings were begun before the Assembly's Judiciary Committee on January 20. Eminent counsel were retained both by the committee and by the suspended Socialists. The opening speeches of the lawyers convinced the New York *Herald's* correspondent that the trial was really a test of the legal status of present-day Socialism: "the State defines the Socialism which is on trial as treason masquerading under a name; the Socialists define it as a new ideal democracy," which the State has no right to suppress. As read into the record by Chairman Martin, the charges against the five Assemblymen are that they belong to an organization whose platform and doctrines "call for and demand the complete destruction of our form of government by the fomentation of industrial unrest; the bringing into play of force and violence and direct action by the mass"; "that they are in party accord and sympathy with the Soviet Government as it exists in Russia today, and have declared their solidarity therewith"; that their party opposed the war and all means adopted to carry it on and that these men themselves opposed by voice and vote every measure intended to win the war; that they were elected under pretense of availing themselves of legal means for political representation while their real but disguised purpose was "to overthrow this Government peaceably if possible and forcibly if necessary"; that they are engaged in a conspiracy "to subvert the due administration of law," to destroy property rights, "to

and Trotsky," intending "to establish a Soviet Republic on which they hope to ride into power on the ruins of a constitutional democracy they are pledged to uphold." Mr. Stedman, of the Socialists' counsel, asserted that his clients were being tried for this: "our disloyalty consists of the fact that we believe in a con-



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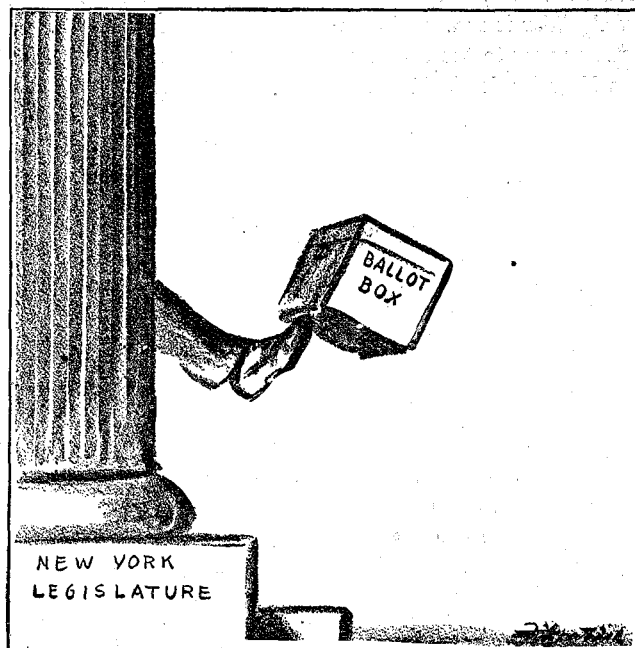
AFTER ALL THE YEARS.

—Williams in the Milwaukee *Wisconsin-News*.

stitutional change into an industrial democracy." "What is on trial here," he added, "is the coming order of society."

The statements of Chairman Martin and Mr. Littleton seem convincing to a number of our newspaper editors. Technically the Socialists may have a right to their seats, but, says the Ottumwa (Ia.) *Courier* (Rep.), "morally and for the future welfare of America they deserve to be deprived of not only their seats in Albany, but their status as American citizens." If the charges outlined are true, concludes the Paterson *Press-Guardian* (Ind.), "the party is on its face an outlaw, seditious organization and is not fit to be represented in the Federal Congress or any State legislature in the country." The Lowell *Courier-Citizen* (Ind.) argues that the Socialist Assemblymen are no part whatsoever of our representative system but "potentially domestic enemies" who should not be allowed to worm themselves into the councils of state. And in Albany *The Journal* (Rep.), replying to protests against the Assembly's action, declares that that body is quite able to take care of the preservation of American rights; and "one of those rights is to have assurance that men sitting in legislative bodies are not un-American, anti-American, hostile to our Government, and striving for its overthrow." Or, as President Allaben, of the National Historical Society, asks in a long open letter to Speaker Sweet, "shall forty-eight States tie their hands by a quibble while forty-eight doors are flung open to treason?"

Preserving a judicial attitude, papers like the Council Bluffs *Nonpareil* (Rep.), Baltimore *News* (Ind.), New York *Herald*, (Ind.), Chicago *Tribune* (Rep.), Grand Rapids *Herald* (Rep.), and Buffalo *Express* (Rep.), admit that it is very difficult to draw the line between disloyalty and such Socialism as deserves to be represented in our legislative bodies. The National Civic Federation has issued a statement saying that the controversy at Albany "will fail in its larger educational possibilities if a clear presentment is not made of the character and purpose of the Socialist party and the affect of an application of its doctrines upon the political integrity and the economic and social well-being of the country."



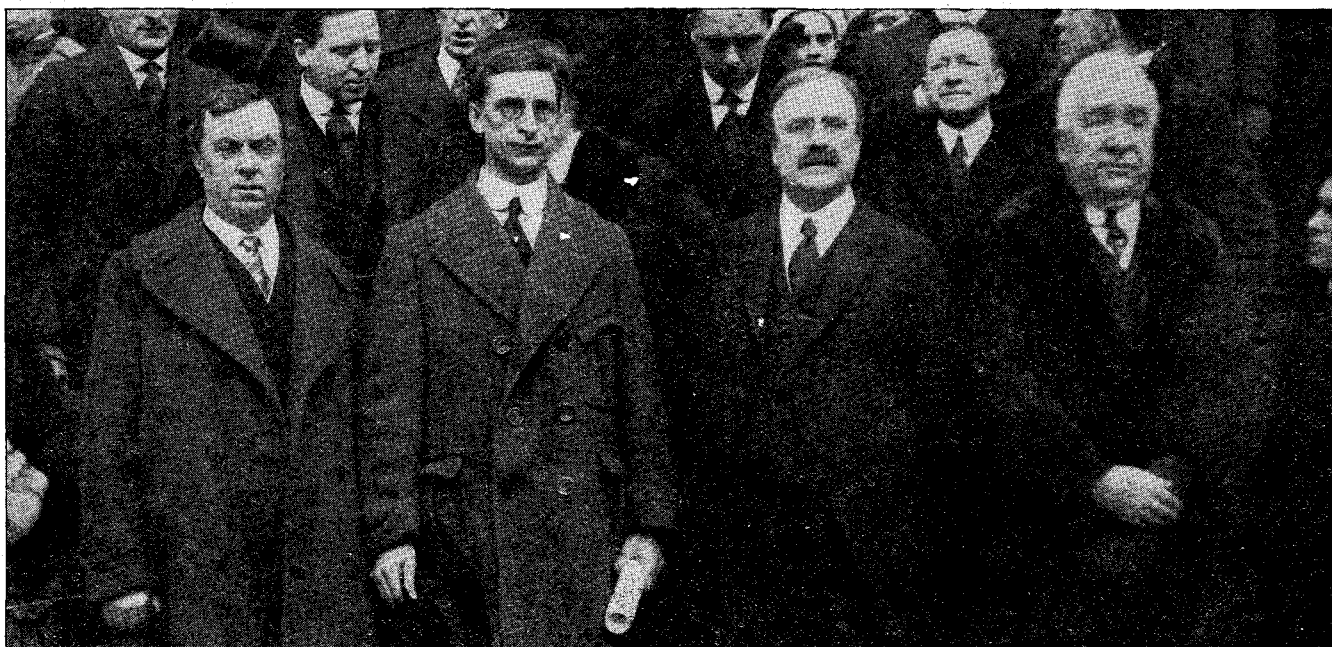
MAKING THE WORLD SAFE FOR BOLSHEVISM.

—Fitzpatrick in the St. Louis *Post-Dispatch*.

weaken the family tie, to destroy the influence of the Church and overturn the whole fabric of constitutional form of government."

In his opening speech Mr. Littleton, of the committee's counsel, declared that the five men on trial, "belonging to the invisible empire of the Internationale are here acting as agents of Lenine





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HE HAS "THE FREEDOM OF NEW YORK," BUT NOT OF HIS OWN REPUBLIC.

This photograph was taken on the steps of the City Hall, New York, immediately after Mayor Hylan had given the freedom of the city to Eamon de Valera, "President of the Irish Republic." The figures in the foreground are, from the reader's left: Justice Daniel F. Cohalan, President de Valera, Mayor Hylan, and W. Bourke Cockran, State Chairman of the Irish Bond Certificate Loan.

## THE IRISH BONDS

**N**EARLY A MILLION CANVASSERS, we are told by the American Commission on Irish Independence, are "soliciting subscriptions to the first loan of the elected Government of the Republic of Ireland." These volunteers from all parts of the United States, of Irish descent or in sympathy with the Emerald Isle's struggle for "self-determination and self-government," in the words of Archbishop Hayes, of New York, are endeavoring to raise \$10,000,000. Already four-fifths of New York's quota of \$3,000,000 has been raised, and other cities are reporting proportionate progress. "These bonds will not be bought as a commercial investment," the New York State chairman of the campaign frankly stated, "but as a testimony of faith in the stability of the Government which the people of Ireland have established for themselves."

Recent cables to the New York *Tribune* from Dublin, to the effect that the Sinn Fein scored a triumph in the municipal elections and carried all but the north of Ireland, has injected spirit into the campaign for funds in this country. As far as Dublin affairs are concerned, says the *Tribune* correspondent, the Sinn-Fein organization has now become the Government, having returned more candidates in a surprisingly calm election than all other parties combined.

"The present loan," we are told by the State chairman of the campaign, "was authorized by the Congress of the Irish Republic in August of last year. Bond certificates, not bonds, are to be issued, and the purpose of this campaign is to invite applications for these certificates, accompanied by subscriptions covering the denomination of the certificate desired."

The San Francisco *Monitor*, a Catholic newspaper, says that "the purpose of the bond issue is not, as some alarmists think, to purchase arms and ammunition for a bloody revolution, nor are the funds to be used for agitation and propaganda." The *Indiana Catholic and Record*, of Fort Wayne, assures subscribers to the loan that the money will be used "in setting up arbitration tribunals and in establishing a national civil service system by which the Irish people at home will carry on their educational and civil affairs." Among the other practical uses to which this money can be applied at once, says this Catholic paper, are the following:

"The fostering of Irish industries, e.g., the development of Irish Sea fisheries, the appointment of a commission to hold public inquiries into and report upon the industrial resources and possibilities of the country.

"The establishment of a land mortgage-loan bank to finance the resettlement of untenanted lands.

"The encouragement of reforestation."

"The success of the campaign will be an important factor determining the future of the Irish Republic," declares the New York *Irish World*. "Money has been aptly termed the 'sinews of war.' War is now on in Ireland—a war of liberation."

Turning now to the critics of this enterprise, a correspondent of the New York *Evening Post* points out that City of Paris five per cent. bonds can not legally be sold in this country or transmitted through the mails because they are considered "lottery" bonds, and he inquires how so many people can approve "the bonds of the so-called Irish Republic," and asks which is the greater lottery. This paper, in an editorial, calls the campaign an "adroit presentation" of the Sinn-Fein organization, and sees in the approval of senators and mayors only a "calculated pandering to the Irish vote" and not love of Ireland. Some of the financial papers are decidedly hostile. The *Wall Street Journal* attributes the success of the drive so far to the fact that "An American Sinn-Feiner is born every minute." "But green goods are no novelty," it concludes. An extremely unfriendly view appears in an editorial in *The Street* (New York), a financial paper, which believes the attempt to raise money for the Irish Republic constitutes "criminal lunacy," and that it is "contrary to the best sentiment and best interests of this country." *The Street* further characterizes it as "a charity drive, half-masked as a bond offering to swindle the inexperienced," and says, "We can not expect England to endure this continual plotting in America for bloodshed in Ireland." It avers that "this Irish 'loan' has many extremely disturbing and dangerous aspects for Americans"; that it is "at worst an impudent swindle," and at best a "profitless investment in bloodshed and revolution." And we read in conclusion:

"It is high time that we Americans looked these facts squarely in the face, instead of deceiving ourselves with the specious pretenses of the utterly selfish professional Irish trouble-makers in this country and abroad."



## THE KANSAS STRIKE CURE

THE KANSAS HABIT "of jumping the fence when less robust States are standing around waiting for somebody to let down the bars" is well illustrated, in the opinion of editors outside the State, by the enactment of Governor Allen's Industrial Court Law. Kansas, they point out, is the first State actually to prohibit strikes, the first to make the State Government the adjudicator of labor disputes, the first to enact laws giving the State power to fix a minimum wage. Those watching for the reaction in labor circles had not long to wait. Two days after the law went into effect, four hundred coal-miners struck, as a protest, it was reported, against the new law. The next day the men were back at work, the newly appointed members of the Industrial Court were investigating and the Governor was reading telegrams and letters from all over the State pledging popular support in the enforcement of the new law. Yet Alexander Howat, president of the Kansas Mine-Workers, has practically declared war on the law. "Not only the Kansas miners, but organized labor generally, resents this piece of legislation," he is quoted as saying; "our international organization stands with us in this fight." Coal-miners, according to Mr. Howat, are to be asked to leave Kansas, and outside miners are to be warned to keep away from the State as long as the Industrial Court Law is in effect. During the legislative hearings on the bill, union-labor hostility was evident enough. It was felt, in the words of the Joplin *Labor Tribune* in the adjoining State of Missouri, that the law was "a blow at labor." As the Missouri labor editor argues:

"The country doesn't need an industrial court wherein only the laborer would be further torn on the rack of inquisition. What is really needed is a court wherein capital would really be haled before the bar and be made to give an accounting of its profiteering and plundering the 'public' one hears so much about during a labor strike."

Not that all critics of Governor Allen's antistrike law are to be found in the ranks of labor. The Kansas City *Post* denounces it as "Socialism run riot—Socialism without the good points of Socialism and containing all the possibilities of Czarism." This Missouri newspaper with a considerable Kansas constituency considers it "a violation of the fundamentals of the democratic form of government to surrender to the State control of all the necessities of life, the fixing of prices and wages, the making of rules for the conduct of any and every man's business."

But in the arguments used by the opponents of the Industrial Court bill in a vain attempt to prevent its passage the St. Paul *Pioneer Press* finds "better arguments for the measure than against it." The argument of the employers "is that employers and capital are always decent, respectable, and generous, while workers need curbing." And labor's spokesmen "contend that

if the legislature will only make the employers behave there will be no trouble or need of a tribunal for arbitration." The Minnesota editor comments:

"That's the old familiar seesaw they love to keep going while the rest of us freeze or go hungry. And there is no way to end it this side of eternity except with a club from without. The industrial court is just such a club. And if it were liked by those whose hides it is designed to warm when the occasion warrants it would be a pretty feeble sort of shillalah."

A conservative Eastern daily like the New York *Sun* ranges itself among the enthusiastic applauders of the Kansas plan. In its judgment—

"The creation of the Kansas Court of Industrial Relations will be productive sooner or later of benefits not only in Kansas but in the United States at large. But if the Kansas legislation should take a generation to work out the practical results essential to its final success, already it has done one good and big job—as a moral tonic, a national job—in showing that legislatures and governors no longer need to shake in their boots under the bullying of labor-union politicians."

And an old "Bull Moose" organ, Colonel Roosevelt's chosen mouthpiece, the Kansas City *Star*, which is widely read in Kansas, has been one of the most zealous advocates of the Allen measure since its inception. In its morning edition, *The Times*, we note this estimate of the Industrial Court Law:

"It provides an open door for labor; a tribunal to see that labor gets all that it is entitled to get and gets it without the old strong-arm methods of strikes and riots. It pledges the good faith of the State to see that labor's rights are protected and at the same time that capital is not endangered. But above all, the Kansas industrial court bill is a public-welfare measure. It is not, properly speaking, an arbitration bill. It is not, as labor representatives call it, an 'antistrike' bill. It is a bill to give the public that protection which the people can not get outside of government activity, and every restriction of the measure on capital and on labor alike is merely incidental to the protection of the people."

In such a representative Kansas daily as Senator Capper's Topeka *Capital* we read:

"The public generally has quickly indorsed the Court of Industrial Relations because it is directed first of all against the strike and promises to keep industry going without interruption, an enormous relief from the conditions of a few weeks ago. But the Court of Industrial Relations evidently has a wider scope than that. It has to inquire into industrial conditions, and where it finds them unsuitable it can lay down the law, defining just what they should be. Labor, therefore, may get a good deal out of this bill that it has not seen in it. The author of the bill is so confident that it will give labor more than it takes away that in his address before the joint session he predicted that within two years Kansas labor will be urging the enactment of the bill in other States."

The chief provisions of what William Allen White calls "the



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## A GOVERNOR WITH A CURE FOR STRIKES.

Henry J. Allen, of Kansas, who believes "there is no reason why Government should not have the same power to protect society against the ruthless offenses of industrial strife as it has always had to protect it against recognized crime."



greatest piece of constructive legislation of the reconstruction period" are thus condensed from the Topeka dispatches:

The new law, which became effective January 24, establishes an Industrial Court of three judges appointed by the Governor for three years with annual salaries of \$5,000. The court supercedes and takes over the duties of Public Service Commission. It has supervision over the manufacture and preparation of food products in any and all stages of the process, of the manufacture of clothing and all wearing apparel, of all mining and fuel production, and of the transportation of necessities. Suspension of operation in such manufacture or transportation is illegal. In case of a labor controversy in these industries threatening to endanger the continuity or efficiency of service, the court may begin an investigation. The court may amend or change any employment contract. If either or both parties to a controversy refuse to obey the court's orders the State may take over the industries in question and operate them. Labor-unions may incorporate but are not compelled to. Collective bargaining is recognized but the right to "picket" or to disturb workers is denied. No employee may be discharged for appearing before the court either to complain or to testify. Striking in violation of the law is punishable by a \$500 fine or six months in jail or both. To order, call, or foment a strike is a felony, punishable by five years in the penitentiary or a fine of \$1,000, or both.

### LOUISIANA "RING RULE" SMASHED

ROOSEVELT'S former running-mate, John M. Parker, a Democrat who in 1912 became a Progressive, remained a Progressive until after the Chicago convention of 1916, then returned to the Democratic fold and supported Woodrow Wilson, has won the Democratic nomination for Governor of Louisiana—the equivalent of election—after a bitter fight against what the New Orleans *Times-Picayune* (Dem.) terms "Ring Rule." In the fight, says the Republican New York *Tribune*, "the Democratic State machine was smashed, and also the Democratic boss of New Orleans, who had maintained control in New Orleans by marshaling behind him the forces of the lower world." "Louisianians know that Parker is a man who has been pummeling the ring—the famous or infamous New Orleans machine—for a generation, and he has beaten it at last," the New York *Times* (Dem.) tells us. Mr. Parker, according to this newspaper, has pledged himself "to destroy the system which the present administration has rammed down the throats of the citizens of New Orleans and the State of Louisiana if it takes the balance of my life to do it." Continues *The Times*:

"Municipal government in New Orleans is the old Tammany system of Tammany's most evil days. Protected vice, taxes wasted, teachers ill paid, streets unrepaired, public buildings neglected, the police and fire departments disorganized—that is only a part of the shameful story. Louisiana was on the road to bankruptcy. The country districts and the 'decent citizens' of New Orleans have saved her at last."

That the fight for the Governorship was a fight for civic decency, particularly in New Orleans, is forcefully stated by several newspapers, particularly *The Item* (Dem.) and *The Times-Picayune*, of that city. "It was a glorious victory for truth and decency," declares the latter paper, "with the largest vote

ever polled, and it will bring the State prosperity and a moral administration." Among the publications acclaiming Mr. Parker's election are the Los Angeles *Express* (Ind.), the Sacramento *Bee* (Ind.), and *The Review of Reviews*, which says, "New Orleans has brilliant prospects as a focus of foreign and domestic commerce, and the State of Louisiana is at the beginning of a period of agricultural development and prosperity that should be promoted by wise, constructive State policies." The editor of this magazine continues:

"The leadership of so strong and public-spirited a Governor as John M. Parker undoubtedly will quicken all progressive movements, and therefore encourage best classes of farmers and business men from Eastern and Northern States to throw in their lot with Louisiana and help to develop its marvelous resources. "The victory of John M. Parker has been more than local in significance. The new era demands business efficiency in government and high standards of municipal administration. Parker is known throughout the country as a leader of courage and ability."

The Boston *Post* (Dem.) believes Parker's election to be a "notable triumph for good government," and the New York *Evening Mail* (Ind.) declares that the new Governor is "one of our most needed men" at the present time. The Memphis *Commercial Appeal* (Dem.) is authority for the statement that "for thirty years John Parker has stood for the best in citizenship, the best in business, and the best in politics."

In a sketch of the man the Nashville *Banner* (Dem.) tells us that he is only fifty-four years old, of magnetic personality, and very energetic. He has been president of the Southern Commercial Congress, and during the war was Food Administrator of Louisiana. Governor Pleasant, whom Mr. Parker once opposed as an independent candidate, *The Banner* continues, was his strong supporter.

We are permitted a peep behind the scenes by the New Orleans *Times-Picayune* (Dem.):

"It was unfortunately not possible to carry New Orleans by a big majority for Parker against the large army of employees that Mayor Behrman commands, the organization of the ring and the many political tricks it resorted to, to confuse or defeat the will of the voters; but the immense vote that the mayor claimed to hold in the hollow of his hand did not materialize. Half the wards of the city have rejected the ring, and the popular declaration against it and its infamies will grow stronger with every day of thought."

Among the most active foes of the Parker faction was the Shreveport *Times* (Dem.), which charged that "Mr. Parker would have organized a regiment for his idol, Theodore Roosevelt, but did not organize a regiment for Woodrow Wilson." The New Orleans *States* (Dem.) pointed out in the campaign that Mr. Parker was "visionary," "unsteady," "inexperienced in law-making," and "impractical," and declared that he knew neither the needs of the people nor his own mind, and was not a Democrat, "except for the label." This paper declared further—

"When the Governor and Mr. Parker plunged into the campaign they had no issue. But . . . they raked up and dusted over the old one of the so-called city ring; and so we have had three months of a vitriolic sectional struggle never paralleled in the political history of the State, in which this great and magnificent city has been the unfortunate and innocent victim."



READY FOR THE JOB.

This business-like snap-shot of Louisiana's next Governor, John M. Parker, who won in the primaries on a reform platform, was taken in his office the afternoon of election day.





"WHENCE ALL BUT HIM HAD FLED."  
—Ireland in the *Columbus Dispatch*.



LOOKS FOOLISH WHEN IT ISN'T RAINING.  
—Harding in the *Brooklyn Eagle*.



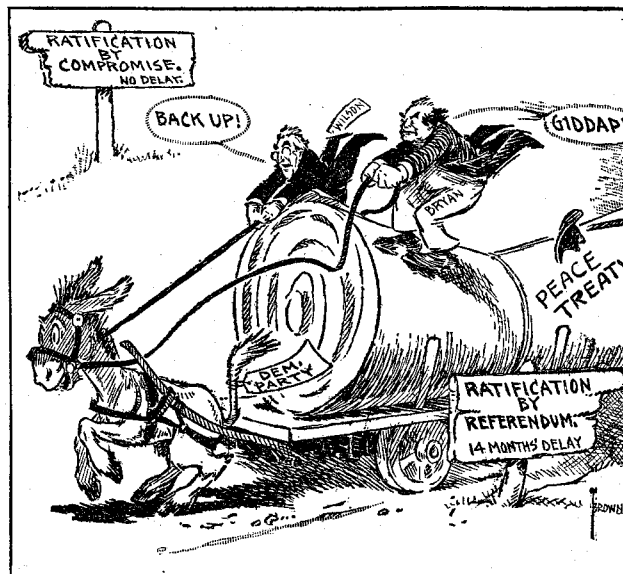
"I'D LIKE FOR HIM TO BE ON THE FORCE IF YOU WON'T MAKE 'IM DO ANY FIGHTIN'."  
—Alley in the *Memphis Commercial Appeal*.



LEAP YEAR MIGHT SOLVE THE PROBLEM.  
—Armstrong in the *Tacoma News-Tribune*.



CONTRIBUTING A WASHER.  
—Thomas in the *Detroit News*.



WHO'S DRIVING?  
—Brown in the *Chicago Daily News*.

CARTOON JIBES AT THE TREATY DELAY.





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SNOW-COVERED GRAVES OF AMERICAN SOLDIERS AT CHAUVONCOURT, FRANCE.

### RETURNING OUR SOLDIER DEAD

"THERE MUST BE NO SCANDAL, public or private, about the return of the army of the American dead," declares the *New York Evening Journal*, and the *Seattle Times* agrees that "No class of men should be permitted to capitalize the solemn reverence of America for its hero dead in France." Between these two east and west coast papers the country's press are discussing the apparent unwillingness of France to permit the removal of our soldier dead; and the expressed wishes of many bereaved parents that their kin be permitted to lie where they fell. The heat of the discussion has regrettably risen to the point where one side intimates that an "undertakers' lobby" is behind the agitation for the return of those who made the great sacrifice, while the other side avers that the French plan to leave the bodies on the field of honor is backed by tourist and hotel interests who hope to capitalize the travel of mourning relatives. Such charges "can properly have no bearing on the real issues," declares a Pittsburg paper.

The War Department, which seems to be perfectly willing to do everything possible in the matter of returning bodies to their nearest of kin, has just completed a canvas of the nearest relatives of all the soldiers who are buried in Europe to ascertain whether or not they wish the bodies returned. From 74,770 letters sent out 63,708 replies have been received, of which 43,909 requested that the bodies of their soldier dead be returned.

Obstacles have been overcome in the matter of the return of bodies from England, Italy, Russia, Belgium, Luxemburg, Germany, and outside the war-zone of France, and steps have been taken to transport these to America. Last fall permission was obtained from the French Government to remove approximately 18,000 soldier dead from areas in France exclusive of the zone of military operations, but removal of bodies from the war-zone was not given because the same privilege at that time could not be extended to families of French soldier dead.

Mr. Jusserand, French Ambassador to this country, recently called attention to the fact that France left her dead in America after the Revolutionary War, and endeavored to explain the many difficulties which made it impracticable to remove our soldier dead at this time. Said the French Ambassador:

"The question is not so simple as many of the bereaved relatives imagine, for they often forget that while America lost some 50,000 of her sons in the war, we lost 1,200,000 men. Besides those bodies are those of the English and other Allies, and the innumerable Germans who died on the soil which they had

wrongfully invaded, the total reaching 4,000,000 or more. It is certainly difficult for the French authorities, who have never been asked to promise anything, to allow certain removals and to refuse them to their own nationals, for many of our families would also like that their sons be transferred to the village cemetery where their own kin are having their last rest, but many reasons, public hygiene and safety being one, make it very difficult. Absolutely certain identification is another, in many cases, for burials, as you may believe, in ground where battles continued, had often to be very hasty ones.

"Of course the feelings of those who mourn a dear relative are worthy of all respect and one can not help sympathizing with them. I do not know what will be possible in the future, but I wonder whether it could not be thought appropriate for those in that sad situation to have here among the tombs of their dear ones a memorial stone placed for the son who gave up his life for the great cause. This, of course, would only be a sign, but a tomb itself is also nothing but a sign."

The State Department is still negotiating with the French Government, however, for the return of all American dead whose next of kin desires their removal to this country, and in many prominent cities throughout the country there have arisen leagues and associations for and against the proposal. In Pittsburg, for instance, there is the "Bring Home the Soldier Dead League," while those who wish the dead to be left in France have formed the "American Field of Honor Association." The president of the former organization, who lost a son in France, says: "The last thought in the minds of our boys was of home, and that is where we want them," and those in the "Field of Honor Association" quote freely the sentiments of former President Roosevelt, who, with his wife, desired that their son Quentin remain in a French grave.

To the oft-repeated allegation that a large number of soldiers would, from the nature of their wounds and for other reasons, be impossible of identification; and that mistakes had been made in burial, the Pittsburg *Chronicle-Telegraph* replies that, of the total number of dead in France, less than 1,500 were not fully identified, according to the Chief of the Graves Registration Service. That France desired to keep American dead there for tourist reasons is denied by the War Department. Mr. Baker hopes that the removal of the bodies outside the war-area will be accomplished in such an orderly manner, and with such great dispatch, that further objection on the part of the French Government to the removal of the rest of the soldier dead would be impossible. Mr. J. D. Foster, the president of the League, recently issued a statement from Washington in which he reminded the readers of the Pittsburg *Post* that the Government



made several promises to soldiers and parents before troops were sent overseas in large numbers. Said he:

"Federal officials, including the head of the War Department at that time, made public a statement that the bodies of all who made the supreme sacrifice would be brought back to the home land. Believing in the solemn pledge, the heroic lads and the thousands of lassies in the nursing units sailed from American shores feeling sure that they would either return alive or be brought back for burial. This knowledge buoyed many wounded and dying soldiers, when face to face with the great beyond, gallantly to face their fate, and often it is recorded by hospital attachés that their last breath was an expression of their faith that they would get back to the United States in death.

"We fully understand in demanding the return of these bodies that they will not be in condition to be looked upon by relatives or friends at home. It is not for this purpose that we want them returned. The fathers and mothers of these soldiers desire the satisfaction of having the dust and bones of their loved ones brought back so they may visit their sons' graves and have them close at hand in the years to come."

The "Field of Honor" association, whose object is exactly opposite to that of the "Bring Back the Soldier Dead" league, has a membership, according to its stationery, made up of important personages, including ex-President Taft, Jacob H. Schiff, Commander Booth, of the Salvation Army, and Bishop Brent, former Senior Chaplain of the A.E.F. The organization

which wants the soldier dead to be removed to this country, however, is said to be composed mainly of bereaved relatives of soldiers, whereas one newspaper says the other society is made up of well-known people who "have little vital interest in the matter, not having lost any sons in the war." If the dead could speak, says the *Pittsburg Leader*, they would prefer to be buried in the United States.

Bishop Brent, who came very near to the dough-boy in his official duties as senior chaplain with the A.E.F., recently sent an open letter to the Secretary of War, and the next of kin of the American dead in France, which presents the attitude of the "American Field of Honor Association." Part of the letter follows:

"No one will dispute the right of parent or wife to claim the fulfilment of the promise made by the American Government to return to America the bodies of our dead soldiers. But it is conceivable that there are those who, after learning the plan to establish and maintain in France an American Field of Honor for those who are 'forever overseas,' may consider this the more excellent way.

"There will be an American central field of honor, with as many departments as may be necessary. Here each year on an appointed day commemoration of the dead will be observed. Over all the sheltering folds of the Stars and Stripes will forever wave."

## TOPICS IN BRIEF

GETTING out of war is, also.—*Detroit News*.

PERHAPS Hoover is ashamed to admit that he's either a Republican or a Democrat.—*Columbia Record*.

MR. HOOVER'S record in controlling food may enable him to "bring home the bacon."—*Columbia Record*.

HIGH prices have made it harder to make both ends meet, except both ends of the belt.—*Greenville (S. C.) Piedmont*.

THOSE persons who prophesied that it was to be an open winter probably meant that it was to be open to criticism.—*Utica Observer*.

IT may not take nine tailors to make a man, but it is certain it takes only one to-day to break him.—*Philadelphia North American*.

THE number of men running for the Presidency is exceeded only by the number of men not running for the Vice-Presidency.—*Detroit News*.

GENERAL WOOD says that Capital and Labor should "pull together," and the leg of the Public denotes that they are doing so.—*Columbia Record*.

THE one and only argument against the adoption of English as the universal language is that so few of us really speak it.—*Columbus Dispatch*.

THE Federal Prohibition Commissioner says the prohibition amendment is like the decalog, but we trust that isn't the way it's going to be enforced.—*Ohio State Journal*.

CARTER GLASS thinks another loan may be necessary if Congress does not retrench on expenses. Maybe another Congress will be necessary.—*Cleveland Plain Dealer*.

AS we understand the Admiral, he charges the Department with being too medalsome.—*Brooklyn Eagle*.

MEDALS and pins, medals and pins;

When a war's over the trouble begins.

—*Brooklyn Eagle*.

MAYBE the Reichstag would let Mr. Berger sit in it.—*Columbus Dispatch*.

WHY not intern the Kaiser in the Peace Palace at The Hague?—*New York Evening Post*.

IF Congress kicks Berger often enough it may locate his vulnerable spot.—*Toledo Blade*.

THE season of the League of Nations has opened with Uncle Sam at the knothole.—*Houston Post*.

IT being a single-track mind, the only alternative is for its train of thought to take the back-track.—*Greenville (S. C.) Piedmont*.

JUST as we get John Barleycorn buried, along comes Sir Oliver Lodge to tell us there is life after death.—*Philadelphia North American*.

THE man who would bring back the three-dollar shoe of yesteryear would have it all over our favorite sons as a Presidential candidate.—*Columbus Dispatch*.

IN the event that Mr. Wilson is nominated for a third term the *Topeka Journal* has the slogan ready, as follows, to wit: "He kept us out of sugar."—*Toledo Blade*.

AS a rare instance of the turning of the worm, a suit-case exploded in a Northern Pacific train the other night and shredded the baggage-man.—*Buffalo News*.

THE *New York Herald* has been bought by Frank Munsey. After life's fiftal fever it sleeps well. All good newspapers when they die go to Frank Munsey.—*Chicago Tribune*.

ASSISTANT UNITED STATES ATTORNEY FIGG says the price of clothing must come down. He might assist in bringing about that end by supplying leaves from his family tree.—*Dallas (Oregon) Itemizer*.

THIS may not be loyalty, but we hope Mr. Carpentier, of France, who spent three years in active service for his country and our country, knocks the tar out of our stay-at-home champion.—*Harveyville Monitor*.



FACING A LOSS.

—Brown in the *Chicago, Daily News*.



# FOREIGN - COMMENT

## GERMANY'S MYSTERIOUS ARMY

**N**EW GERMANY'S MILITARY ORGANIZATION is a mystery that becomes deeper the more one studies it, in the view of some French correspondents in Germany, while the figures of the German Republic's military strength to-day excite undisguised concern in both England and France. As the Peace Treaty reads, Germany ought to have, on its ratification, an army of 100,000 men to subdue internal risings and a police force equal to that which she had in 1913. But in point of fact, her armed forces now exceed 1,000,000 men, according to an official report of the British Government, composed as follows:

- (a) Reichswehr (Regular Army) 400,000
- (b) Land Forces of Regular Navy..... 12,000
- (c) Zeitfreiwillige (Regular Army Reserves) 150,000 to 200,000
- (d) Einwohnerwehr (Civic Guards)..... 300,000 to 400,000
- (e) Armed Constabulary 40,000 to 50,000

In a foot-note of the report we read that the estimates of sections (c) and (d) "can not be considered of any real value," and also that "the German organizations under the Federal Ministry of the Interior, viz., (c), (d), and (e) above, are undoubtedly a contravention of the terms of the Treaty, and this fact has been notified to the German Government by the Supreme Council." The new Reichswehr, formed by voluntary enlistment, was constituted in March, 1919, and by August it reached a strength of 500,000. It was organized in mobile brigades composed of all arms. In August a scheme was put in operation for the reduction of the force to 200,000 men in accordance with the Peace Treaty, and the report informs us that "the reduction of the Reichswehr is now in progress, altho at a slower rate than originally contemplated." Its present strength is estimated at about 400,000, including troops returned from the Baltic states demobilization staff, and troops employed in guarding Russian prisoners of war. Germany's military forces under control of the Federal Ministry of the Interior, which are being grouped into a uniform organization, are listed in the British report as follows:

- "(a) The Sicherheitspolizei (Armed Constabulary).
- "(b) The Zeitfreiwilligen (Temporary Volunteers or Reichswehr Reserves).
- "(c) The Einwohnerwehren (Civic Guards).
- "(d) The Technische Nothilfe (Technical Volunteers).
- "(e) The following special local police formations are probably also under the Ministry of the Interior:
  - "Grenzschutz Polizei (Frontier Protection Police). Hafen-schutztruppe (Harbor Guards).
  - "Wasserschutz (Water Guards).
  - "Eisenbahnwehr (Railway Guards). (This force may be under the Reichswehr Ministry or the Ministry of Transport).
  - "(f) Gendarmerie and Civil Police."

Moreover, there are separate organizations of these units—under slightly different names—controlled by the Ministry of the Interior in Wurtemberg and Bavaria. The totals are uncertain, and it is not stated whether all the Federal states have their own organizations. As to make-up, we read that the armed constabulary is mainly recruited from officers and non-commissioned officers of the former German Army. This force, we are told, is—

"chiefly required for employment in the large towns and industrial areas with the object of dealing with organized disturbances, and also to combat the outrages committed by large bands of armed criminals, which are so prevalent in Germany at the present time. The force is specially trained for street and house-to-house fighting. The men are quartered together in barracks and are armed with all modern weapons, such as machine guns, trench mortars, *Flammenwerfer*, and a few light howitzers. They also have a limited number of aéroplanes."

The Civic Guards are armed with rifles and revolvers, and some units have five machine guns per hundred men. They are said to consist in the main of "the stable elements who have a stake in the country," and "will only be called up if serious troubles are imminent." In future the Civil Police are to be armed with

a club instead of a saber. How Germany's total of effectives compares with England's is thought significant by various British organs, which cite the statement of Mr. Winston Churchill in the House of Commons that "the total serving in his Majesty's Army on December 1 was approximately 485,000 men, but that, excluding all demobilizable men and those who become time-expired during the next three months, the figure is about 229,000." The *London Times* voices the opinion of sundry British newspapers in saying that "a very sharp eye should be kept on these new volunteer organizations" in Germany, because—

"They are more dangerous both to the domestic peace of Germany and to the peace of her neighbors than even the Regular Army. Organizations like the Emergency Volunteers and the Civic Guards are a standing temptation to the leaders of military reaction precisely because they are voluntary and tend to attract people with common political views. The danger to the stability of the state is now far greater from the old military party than from the Spartacists. Nor will a German Army under its old chiefs cease to be dangerous to its neighbors because it is labeled with fancy names. On the contrary, the chief lesson of the war was that there is no hard and fast line to be drawn between what is military and what is civilian. What makes the difference is not the name or the details of the organization, but the spirit of those who control it. If any Power ever seeks in the future to do what Germany did in this war, it will not be by the same methods, and what we must be on our guard against in our enemies is not a vast accumulation of



GERMANICURE.

PRUSSIAN MILITARY EAGLE—"Not too short, please."  
In defiance of the Peace Treaty, Germany is maintaining 700,000 men under arms.  
—Punch (London).

compulsory levies, but some adaptation of civil organization to the purposes of war. That is why the Allies must regard with especial suspicion the volunteer organizations described in our article to-day. A regular army can be watched and controlled far more easily than these formations which masquerade as voluntary associations of citizens for the preservation of internal order."

The more one studies the military organization of the new Germany, observes a Berlin correspondent of the *Paris Temps*, the more one is puzzled and astonished. Just as one thinks it is within grasp, one realizes that it has escaped, and he continues:

"How shall we distinguish, for instance, the shades of difference between the multiple military formations conceived by the General Staff of Noske? Some are dependent on the civil authorities, others on the Ministry of War. Here we have a unit of voluntaries, and there so-called police or soldiers by trade. The equipment, the insignia, and the pay of each vary. Here we have men of mature years, there young petty officers. Some are obliged to live in barracks, others are free to live in their own homes. . . . The system is not one that dazzles with its clearness, and we may venture so far as to say that there is something about it that seems designed to make it vague, enigmatic, and difficult to understand. It plainly aims to confuse matters and prevent all serious control. At all times until now and in all nations, the responsibility of defending the country and keeping order in it resided solely in the army and the police. In the German Republic, on the other hand, there is a whole series of intermediary formations between the army and the police, that have been unknown until this day. . . ."

"In a word, the whole military organization at present is in essence an army formed by the reactionary elements to accomplish their aims in internal politics. . . . The hour has not yet struck when Germany is able through contingents of mercenaries and volunteers to venture her chances in a military enterprise. Nevertheless, experience teaches us that for the security of France we must favor everything that can diminish the military might of Germany. Altho the new organizations of Noske are inoffensive for the moment from an outside point of view, they involve future consequences that it is impossible to overlook even now. For, if the reaction regains authority in Germany, it will not delay to pass on to the second point of its program—namely, reprisal by arms."

Sharp and authoritative contradiction of sinister aims in her military organization is uttered by Minister of Defense Noske himself, who said to a Berlin correspondent of the *London Daily Telegraph* that "whoever wrote or published such stuff" about Germany's Army "circulated untruth and rank nonsense." Mr. Noske is quoted further as saying:

"How little the British seem to know about Germany! Even the British Government apparently could not be dispossessed of the idea that Germany still had a big, highly organized, and disciplined army, or of the idea that the foundations were secretly being laid for an army similar to that which was a living force before the war. As a matter of fact, since November, 1918, Germany has had no army, and there is now a repugnance among the masses toward military service. The armies of the Emperor have melted away; the entire military organization has gone to pieces; the officers and men have dispersed in a way which told against any future cooperation, or, indeed, comradeship. When I first came to Berlin, last December, at a time of much danger, I found 40,000 men. It is true they slept in the barracks, and enjoyed the warmth and food provided for them. But they were not soldiers, if language has any meaning. There was no reliable discipline or organization. The officers' authority depended upon the vote of their men day by day. Here and there the officers and men of a company of a regiment of the old army held together, and these aided greatly in restoring order. To-day, after many months of reorganization no army in truth exists; certainly no army which in size, quality, or intention bears any resemblance to the prewar armies of Germany. There are 400,000 men now in uniform. Many of them remained in the ranks because they could find no other work. For instance, in a Wurttemberg unit which had recently come under my notice 14 per cent. of the men were butchers and bakers—trades which now scarcely exist. They are well paid and well fed in the army, and it is manifest that the poverty of the nation could not tolerate such numbers so soon as security had been reestablished. To discharge men indiscriminately is to recruit the legions of the unemployed."

The unemployed are Minister Noske's chief difficulty, he declares, and "a danger to the state." This danger compels Germany to have a sufficiently strong military organization, and Mr. Noske goes on to say:

"You tell me Englishmen want to know if I am a strong man. My reply is: Do not take away from me the means of strength, and I will show you what I am. To discharge 300,000 men before April 1, 1920, so as to conform with the Treaty of Peace will forthwith call into being an army of unemployed, already steadily and inevitably recruited by the thousands upon thousands of returning prisoners of war. The home-coming of these men we welcome, and I hope their return will gradually remove the intense bitterness of their families—a bitterness inspired by their long captivity. In the case of prisoners taken by the British, I desire to acknowledge the good treatment which, on the whole, they have received at the hands of your countrymen. These men, unless economic conditions improve at a pace which appears almost impossible, will be thrown upon me, and it is obvious that, if hundreds of thousands of able-bodied men—the fathers of families—go workless, law and order become an anxious duty, and require adequate resources."

"If I have but 100,000 men to control more than sixty millions of people spread over the vast area of Germany—and of these 100,000 I need 40,000 for the security of Berlin—what guaranties can I give to the law-abiding, and can I, 'the strong man,' prevent a catastrophe which will assuredly spread beyond the borders of Germany? Common sense, upon which the British pride themselves, must insist that you should leave me some freedom of action, so that, while returning every soldier to civil life for whom employment can be found, I shall dispose of a force sufficient for public order and to stimulate confidence among all classes. Such a policy becomes an impossibility if I am constrained to undertake wholesale discharges so as to bring down the military forces of Germany to 100,000 men before April 1 of this year."

## TURKEY TO REMAIN IN EUROPE

WHETHER TURKEY should or should not appear in the new map of Europe brought a clear-cut issue between the two greatest Powers concerned, namely, England and France. England was inclined to put the Turks out of Constantinople, according to reports from the Peace Conference, but France wanted to keep them there. What America favored as a course of action, some tart foreign critics remark, would be hard to guess, tho American acceptance of a Turkish mandate seemed always "out of the question." It is argued in some French circles that President Wilson would have shut Turkish authority out of Constantinople from the fact that he favored an American mandate under the League of Nations. But since that goal is impossible, we are told, it is questioned whether the American Government still believes that the Sultan should be shipped to some town of Asia Minor and that some form of international authority should be established in the Mohammedan metropolis. In the *Écho de Paris* the political writer "Pertinax" puts the whole matter up to President Wilson, who, he regrets rather caustically, "no longer lives in the White House, but on Mount Olympus." That the Turk is to remain in Constantinople and that the Turkish Peace Treaty is built around this fact, is considered to constitute "a complete victory from the French view-point." The British were brought round, Paris dispatches relate, by the unusual pressure of public opinion against a reported plan for a military expedition to the Caucasus and other military ventures in South Russia.

How fervently a settlement with Turkey was wished by some French representatives in Constantinople, is evident from a letter written by a correspondent of the *Paris Journal des Débats* in that city, who said the grave dangers surrounding Turkey would only be intensified unless something were done to remedy conditions of general distress. Above all, this correspondent dreaded a policy of dismemberment of the Turkish Empire, and the expulsion of the Ottoman Government from Constantinople. The Nationalist movement of Mustapha Kemal he reported as



destined to be finally blocked. But it was pointed out that while his army was disintegrating, the forces of which it was made up were being transformed into bands of pillagers, and he reported gloomily that anarchy is wide-spread throughout Turkey in Asia.

A characteristic note of fatalism about the outcome appears in some organs of the Turkish press. The period of watchful waiting through which Turkey must pass in the "months of time" necessary for the settlements of all Turkish questions elicits from the Constantinople *Wakit* the counsel that even if the Powers do delay proclamation of the general peace, Turkey should waste no time but act as tho a state of peace already



THE GREAT RENUNCIATION.

PRESIDENT WILSON—"No! I don't think it quite suits my austere type of beauty." [It is reported that the United States of America have declined to accept a mandate for Constantinople.]

—Punch (London).

existed. It reminds the people that much time has already been lost, and proceeds:

"We ought zealously to have undertaken preparations for a permanent peace as soon as the armistice was proclaimed. Let us begin now. Many internal questions can be settled before we enter on the discussions around the peace table. For example, the rights of minorities, the reform of courts and prisons, the restoration of tranquillity throughout the country, and the adjustment of our financial and economic problems should be at once taken in hand. Do this and we shall find gain in the esteem the Peace Conference will show to us. But if we do nothing but wail, what confidence will be placed in our promises of what we will do by and by?"

Another Turkish writer in the *Wakit*, whose article was heavily cut by the Turkish censor, fixes Turkey's "one aim and hope" in the practical working of a League of Nations, and he reminds us that—

"After the calamities of five years of war a ray of hope dawned upon all nations. This was found in the League of Nations. If a power is established that can act officially concerning the relations of nations to each other, critical differences may be settled, existing animosities may give way under the influence of reasonable sacrifices to the common interests of peoples. For the realization of this noble purpose, efforts were made

before the war ended in America, England, and France, especially by Mr. Taft, Lord Robert Cecil, and Mr. Léon Burgeois. Mr. Wilson's Fourteen Principles laid the foundation for a League of Nations. Discussion of this subject began at Paris. Alas! war-propaganda was still in the air. Every one had suffered from the war. Old animosities and desires for revenge awoke. National leaders were unready to make sacrifices. They looked at the possibilities of the future through a magnifying-glass, turned to the old diplomacy which held that the interests of their own country was their sole righteous aim, and the press followed suit.

"Meantime a new rivalry sprang up. The European nations were fearfully weakened financially and industrially by the war. Their need of raw material was great. America, both North and South, could supply this need, at great cost, and so become creditors with Europe as debtors.

"It has often been said that we have exploited the rivalries of European states in our own interests. With what result? With the lessening of our national strength; with the loss of large portions of our territory, with the blocking of all efforts in the line of urgent internal reforms. No greater calamity can come to us than that which comes from attempting to profit by others' rivalries. Our one aim and hope is found in an actual establishment and successful functioning of a League of Nations."

The rooted opposition of certain nations, especially the Greek and the Armenian, to Turkish dominance, is not softened by the attitude of such Turkish publicists as Ahmed Emin, who urges upon his compatriots the necessity of self-reliance and escape from subjection to outside influences. The welfare of Turkey can be secured only by using all the means in her power and using them to the last limit, in the view of this observer, who proceeds:

"We now know that there are hundreds of thousands, nominally Ottoman subjects, who are, in fact, enemies of the Ottoman state; till now we have greatly deceived ourselves. Their aims and wishes and ours are irreconcilable. This condition has been the cause of great calamities to all the peoples of the Near East.

"Our strength is, in fact, far below our needs. Therefore, to weaken or destroy one or several factors of our strength by dividing into parties is suicide. Certain men of the party of Union have adopted a policy and committed an error which leads to national suicide. Unquestionably the Turkish language and agricultural life of the people is one of our greatest sources of strength and a social bond. But it is a mistake to disregard the influence of religion and of Ottoman history in order to magnify the importance of our language and our agricultural life. In fact, such a practise is pernicious. Tho some may think the influence of religion has waned, it has not, but rather has increased in force. For this we should all be glad. There is no other stay for national life like that. To keep alive among our people a knowledge of Ottoman history is also of inestimable value. There are two forces which, working harmoniously together, render the sinews of a nation's life strong and healthy, viz., religion and the homeland. The application of these forces to our present conditions is obvious. All the subjects of the state must from the political point of view bear the name Ottoman, and all the institutions of the state must bear that name. Those who are bound to the Ottoman fatherland by a bond sincerely recognized are to share alike in all its benefits."

The Turkish daily *Terdjuman* publishes an interview with the Sheik-ul-Islam, Ibrahim Effendi, in which he speaks hopefully of the internal condition of Turkey, tho he admits that it will take time to settle "petty disagreements that may appear here and there." But, he adds, speaking for the Government, "nobody can deny that we have succeeded in general in our project." He tells us further:

"The Government has decided to suppress energetically all acts contrary to law. The military authorities are worthy of all praise for their efforts in this regard. As for our general situation, it seems to be improving. It is true the delays in signing the Treaty of Peace with Turkey have not been in our favor. . . . Still we are sure that the victors will in the end take account of our vital needs and hasten the conclusion of peace. As for the Kurdish question, that is a matter of internal policy. The Government, of course, does not lose sight of it. The Kurds can not try to separate from the Caliphate. Such a move would have not the least chance of success."



## POLAND, SHIELD AGAINST BOLSHEVISM

"POLAND IS THE SOLE SHIELD of Europe from Bolshevik invasion," in the words of Mr. Herbert Hoover, who knew what he was talking about when he uttered them, says Prince Lubomirski, Polish Minister to the United States. The peril of war that confronted the United States in 1917 exists to-day in Bolshevism, the Polish Minister told a Congressional Committee hearing pleas for the loan of \$150,000,000 for food relief for mid-European countries requested by Secretary Glass and recommended by Mr. Hoover. The war now is not against Germany, but against "foolish ideas and dreamful philosophies," explains Prince Lubomirski, and they are things that "jump over the seas and other neutral obstacles like lightning; and it is dangerous to postpone the prophylaxis of help, for in such matters threatened Warsaw might easily become a suburb of New York." An official statement of a Bolshevik offensive in western Europe appears in the *Paris Matin*, which quotes Mr. Patek, Minister of Foreign Affairs, as saying:

"We know with certitude that the Bolshevik armies are going to make an attack in the spring. We shall have to face this offensive alone, evidently, for the news about the Kolchak and Denikin armies is, to say the least, not favorable. No one in Poland shrinks before the rôle assigned to her by the Allies, by history, and by her geographic situation, and it may be epitomized in the two words, 'Stand fast!' But in order that we may be able to maintain a stubborn resistance as long as it is necessary, we must have at once material resources. Our fate, the peace of Europe, and the success of the policies undertaken by the Allies depend upon practical measures taken now."

"According to the *Paris Victoire* ex-Premier Clemenceau counted on three countries to form an impregnable wall against Bolshevism—Poland, Czecho-Slovakia, and Roumania. Some take exception to the claim that Poland is the only bulwark against Bolshevism, and point out that the Republics of Esthonia, Letvia, Lithuania, Azerbaijan, and Georgia are distinct nationalities and each has been "an immovable barrier against Bolshe-

good reason to believe that the present German Government can not survive, writes one Berlin correspondent, and that its fall will bring on "a disastrous civil war." Austria is on the verge of calamity, we are told, and the new military spirit fostered by the counter-revolution in Hungary threatens war be-



THE TREACHEROUS FLIRT.

Lenine's peace hints are mistrusted by Poland.

—*Dziennik Chicagowski* (Chicago).

tween the Hungarians and the Czechs. Bolshevism has raised its head in Roumania; and Poland, with an insufficient and ill-equipped army, must cope with the victorious Trotzky. Radical enthusiasm runs high in Russia because of the *Soviet* victories over Kolchak and Denikin, we read, and a great "Red" offensive in the spring against the Poles is awaited confidently by the radicals in many lands. The watchword is, "When Trotzky Stands Before Warsaw the Revolution Will Be Accomplished," and this Berlin correspondent writes further that:

"Those familiar with the military condition of the Poles do not hesitate to predict that they will be unequal as against the *Soviet* soldiers. Their army is not well enough equipped nor highly enough organized, their railways are destroyed, their roads almost useless for lack of repairs, and less than one million men are sent to hold a front where two million are needed. On the long front to-day the Russians are free to choose their objectives, and the Poles, even if they should take the offensive soon, as is expected, can win only victories which are likely to prove as illusory as those won by Austria early in the war.

"Furthermore, Poland is not politically seasoned to bear the strain and burden of war. As a state she has only her army and expectations and has been beggared by the expense of mobilization. Her industry is not developed, and she is dependent upon imports for food. Bolshevik propaganda is said to have undermined not only the morale of the army but of the factory-workers also and to some extent the middle classes. Should the Russians advance into Poland it might not be possible to prevent an uprising."

Gen. Tasker H. Bliss, a former member of the Supreme Military Council and the American Peace Delegation, has lent the weight of his authority and information to recommendations that the United States furnish surplus military supplies to Poland to help it repel the western advance of the Bolsheviks. A general revival of war in Europe is not "improbable," according to General Bliss, unless Poland can check the Russian Bolshevik armies. The Allied governments are considering participation in a movement to aid the Poles, and General Bliss describes Poland as the "only bulwark against Bolshevism" and as "the possible storm-center in Europe," and tells us, moreover, that the Bolsheviks are regaining coal-, oil-, and grain-lands in the old Russian Empire and should soon be able to "care for themselves regardless of any blockade." Military men believe the Bolsheviks will not try to press eastward beyond Lake Baikal to fight the



HOW LONG CAN POLAND HOLD OUT?

—*Dziennik Chicagowski* (Chicago).

vism for more than two long years." For all that, Berlin dispatches advise us that the key of the situation of the next few months lies both in Germany and Poland, and the tide of European events will decide "whether the Allies after winning the war in less than five years are to lose it in the sixth." There is



Japanese, General Bliss informs us, and instead of sending armies toward India and Turkey, they will attempt "militant propaganda there." This indicates, in his view, a western movement of the Bolshevik armies. Furthermore, Warsaw dispatches advise us that it is generally expected not only by the public but by the General Staff itself that the "Red" Russian army will launch a strong attack upon the Poles to forestall a possible Polish drive under the auspices of the Allies and more particularly of England. Confirmation of this view is found in Moscow newspapers which, in giving an account of the defeat of General Denikin's army, carry head-lines such as, "Denikin Now—the Poles Next." Warsaw reports also say that the Government of Letvia has made a definite offer of cooperation with Poland in case the Poles decide in favor of the much-discussed drive. British realization of the new Bolshevik menace is apparent in



A CHINESE IDEA OF JAPAN IN SHANTUNG.  
A cartoon from a Chinese students' society.

the ominous tone of press comment on the decision to raise the Russian blockade. Thus the London *Daily Chronicle* observes:

"We are to send clothing and boots into Russia, but we take no guaranties that the Bolsheviks will not make the obvious use of them, namely, directly or indirectly, to improve the clothing of the armies which are to march in the coming season against Poland or Lettland, Armenia or Mesopotamia. The Allied Powers must really make up their minds whether they are to be at war with Soviet Russia or at peace. There is no safe or satisfactory middle way between these elementary alternatives. . . .

"If we are to go on preventing Poland and Czecho-Slovakia, Lettland and Esthonia and Roumania from making their peace with Lenine then we must stand by and help to avert their invasion when the Leninist armies attack them in the spring. If we are not prepared to do that we ought to let peace come, and if peace is to come, we ought without any delay to take the lead in making it ourselves. Only so can it come by an orderly, all-around simultaneous treaty in which all the Allies, great and small, get their due, and not by a miserable scramble of successive capitulations in which those who stand out last on the side of Western Europe get the worst terms."

The London *Globe* says solemnly:

"It is time the people should recognize the peril with which civilization is menaced. The Bolshevik army is the strongest and most numerous in Europe. We must face the fact that Bolshevism by its very nature can not remain confined to Russia, but must endeavor to spread over the whole civilized world."

## CHINA SPEAKS OUT IN MEETING

NEW PATRIOTIC SOCIETIES of the masses in China have spread like a prairie-fire from Shanghai to Tatsien-lu, from the Siberian to the Anam border, and what they have to say to the Chinese Government is not infrequently discomfiting. This we learn from a writer in *Millard's Review* (Shanghai), whose revelations indicate that "a cycle of Cathay" as the time-gage of Chinese change is no longer effective. Where formerly the complaint was that the people were without articulate voice, now the lament of officialdom is that they not only have a voice, but that they are "talking altogether too much," especially for the peace of mind of shifty politicians. This is an astonishing reversal from former conditions when the Chinese were described by an authority as being "hopelessly hindered in democratic evolution through their division into strata and classes." Their gilds, which at first thought might seem to be "germina for democratic institutions," this observer wrote, are "bulwarks of division, not of union." The official class—"Ta Ren," meaning "superior men"—were "as separated from the private citizen as heaven is above earth." How utterly transformed conditions are now is pointed out in *Millard's Review*, where we read that the people have been "taught to lisp by their own children, the students," who were the first in China to demonstrate to a "painfully surprized autocracy" that in union there is strength, and even in a union of derided, so-called "boys." The Chinese people have been "pummeled into articulation by the unrelenting aggression of their neighbor nation, by the perfidy of their trusted friends and Powers of the West, who sold them to bolster a peace conference, and by the unparalleled treachery of their own officials." The sudden big upgrowth of associations and societies, we are told, was highly stimulated by the unjust action of the Peace Conference in the Shantung settlement. They were formed among the student, merchant, professional, and to a limited degree even the laboring classes throughout China. We read then:

"Many official attempts were made to disrupt and suppress these organizations, their publications, gatherings, and freedom and effectiveness of action. These endeavors were quickly resented by the societies, and the controversy manifested itself in the dramatic demonstrations at Peking, Tienstin, Shanghai, and other cities, finally coming to a head in the general strike of merchants, who, unexpectedly to the officials, took their stand definitely on the side of the patriotic organizations. The Government had to give in, and since has avoided open antagonism, but officials, private persons and publicity organs under Japanese influence have persistently proclaimed these organizations to be illegitimate and subversive of the national peace, law, and order.

"The new organizations are particularly offensive to the Japanese, since they have become the strongest factor in maintaining the effectiveness of the boycott, and have given rise to a wave of publicity through America and Europe on Japanese aggression and the truth of the Shantung matter. They have become a nightmare to Chinese officials working under Japanese employ or influence, and, through the powerful support of the majority of the vernacular press, have put a decisive finish to many a promising career."

Two years ago these societies would probably have been crushed overnight, this informant continues, but since the end of the Great War "a new spirit of liberty and self-determination" has been let loose, and it has permeated even to Asia, "whether it be recognized in the formal treaties and secret understandings or not." It is too virile for even Japan and the Chinese militarists to handle, and the writer proceeds:

"Then again, representative government, which is steadily coming to the fore in the shape of the various provincial assemblies, has championed the patriotic unions in every clash with central government or local police. The Chambers of Commerce are at one with them in their aims, and merchants and professional classes are supporting them bountifully with funds."

# SCIENCE - AND - INVENTION

## NON-ROLLING SHIPS

**A**T LAST we have a practicable non-rolling ship. The gyroscope has solved the problem, and there is no reason now why a passenger-steamer should not be steadier to ride in than a Pullman-car. Elmer A. Sperry, who makes these assertions in *The Pacific Marine Review* (San Francisco, January), bases them on observations on a large stabilized ship in active service. Not only is the comfort of passengers absolutely secured, which is the primary reason for the abolition of rolling, but stabilization as described by Mr. Sperry effects more than one notable economy in transportation. For instance, stresses and strains are cut out, the ship steers more easily, thousands of horse-power are saved by the absence of oscillation, there is no longer any necessity for slowing the vessel down in rough weather, and deterioration of live cargo is avoided. To quote and condense Mr. Sperry's article:

"Now that it has been adequately demonstrated in the case of a number of important installations that a ship can be guaranteed against all rolling, a great forward step is possible and a new era opened up for the American passenger-carrying service. The traveling American demands the greatest possible degree of comfort, and shipping interests will not be slow to meet this demand by the latest and most up-to-date equipment cast strictly on American lines.

"We shall have at no distant date the *service de luxe* on the Atlantic and probably also on the Pacific, or, in American travel-lore, the 'Pullman Service of the Sea.' Plans are already in progress for an extensive adoption of the new principle, so that the benefits and economies resulting from a ship guaranteed against roll will be available to the traveling public. This great forward step has been made possible by work going steadily on here in America for the past fifteen years.

"In all previous attempts to prevent rolling, the equipment has operated on the passive principle, depending on a certain amount of roll for the stabilizing moments; and the amount by which the roll has been reduced has never been satisfactory.

"The active gyro-stabilizer solves the problem and works entirely independently of the motion of the ship. The stabilizer thus acts as a simple preventive of rolling, holding the ship most satisfactorily upon an even keel, apparently without effort.

"The equipment that brings about this important result is so simple and unique that a brief *résumé* of its development, the principles involved, and the performance of the non-rolling ship itself can not fail to be of interest at this time.

"The possibility of producing the non-rolling ship was known to the leading naval architects and investigators in England prior to 1880. Sir Phillip Watts, chief of construction of the British Admiralty, started in to establish this great principle and to put it into execution, by building 'antirolling tanks,' as they were called, into the ship's structure and then filling these elongated tanks up to a certain critical point with sea-water. These were expected to take on periodic oscillations from the ship's rolling motion, thus creating moments which would always be in opposition to the rolling and tend to reduce it. These

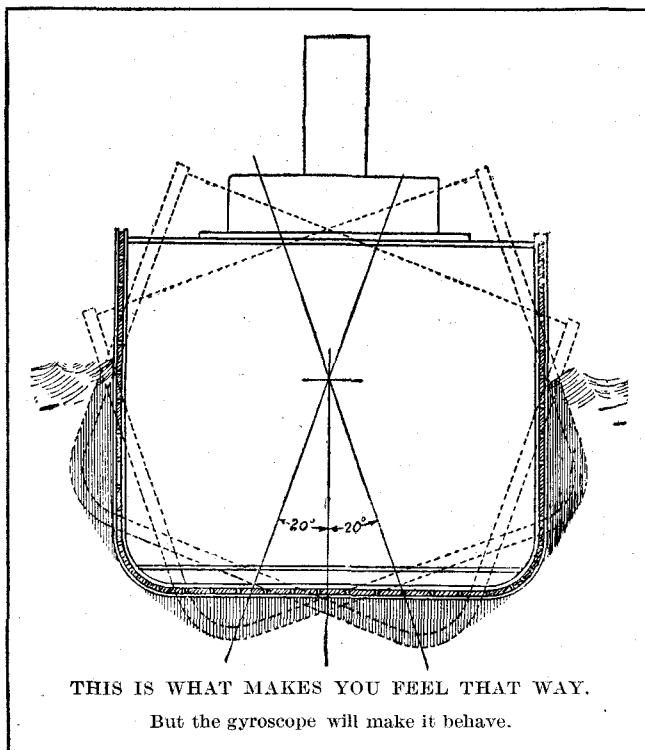
tanks were actually built into two war-vessels by the Admiralty, and experiments were undertaken with rather discouraging results. These tanks can easily become dangerous, tending to increase the roll rather than to reduce it.

"Later the great English engineer, Sir John Thornycroft, undertook to accomplish the same result by a large horizontal pendulum operated hydraulically down in the hold of the ship;

and the report of Sir William White—one of the Admiralty's greatest naval architects—on the actual operation of this device in a ship at sea in a storm makes one of the notable chapters in the early history of attempts at stabilization of ships. This stabilizer worked well at times, but the weight of the equipment was prohibitive.

"Dr. Schlick, who had done such wonderful work in balancing marine engines, then came forward with his passive 'gyrostat,' or 'Kriesel,' as he called it. This was installed on a small torpedo-boat and tested in the North Sea. The combined difficulties, some of which are cited, were sufficient to prevent the adoption of this device, or, for large ships, even its serious consideration."

The difficulty with all of these attempts, we are told, is the excessive and even prohibitive weights necessary in all these methods of reducing roll. What is wanted is the actual prevention of all rolling, and it is just



here that the powers and resources of the active gyroscope step in. The gyroscope is more available for solving this problem than the tanks on the one hand or the great pendulum of Thornycroft on the other, because every pound is multiplied by the velocity of the particle, so that a comparatively few pounds are actually capable of doing the work of tons. The writer continues:

"With the gyroscopic stabilizer equipment on board, we have the unique situation of being able instantly to throw it on or off, in action or out, at will, by stopping its slow precessional movements, so that we can observe exactly what happens under the two conditions and repeat each condition as often as we choose and hold each under complete observation as long as we choose, under any given sea or weather condition. And just such tests as these have been repeatedly made and studies pursued until they are well known and understood. Thus the presence of the stabilizer on the ship reduces and holds to a very low value the stresses and strains which in the case of an unstabilized ship in storms often rise to high and dangerous magnitudes. Many thousands of feet of record have been made and studied.

"Every one is familiar with the groanings, creakings, and weird noises that are always present in heavily laboring or rolling ships. These illustrate the stresses and strains to which she is being subjected. Imagine the sensation when the stabilizer is thrown into action and these sounds cease forthwith, positively demonstrating that the heavy stresses have vanished. The stabilizer thus becomes one of the greatest safety devices yet invented, imparting absolute security to the great hull and structure of the ship and materially prolonging its life. All of this, of course, is wholly outside of the consideration of



comfort, which is one of the prime reasons for the installation on passenger-ships.

"Even some excellent authorities, before actually having the unique and extremely interesting experience of being aboard a stabilized ship, have confused a stabilized ship with a dock, expecting the waves to pound the ship when stabilized, and it is with great surprise and satisfaction that they have repeatedly discovered just the reverse to be true. A stabilized ship invariably rides the sea, gradually rising and falling with the sea with a wonderful degree of gentleness. Her masts quickly come to the vertical, and all pounding and splashing disappear as soon as stabilizing sets in.

"Other facts have been learned from the performance of the stabilizer in heavy weather. It is found actually to contribute a number of definite economies in the operation of the

ships. This is the practical avoidance of the necessity for slowing down ships in stormy weather or when heavy seas prevail, the ships being able to make practically the same time under storm conditions. This has been repeatedly demonstrated and is a result so startling that, when first experienced, it has often been claimed as an original discovery by the skippers of stabilized ships.

"Another definite advantage secured by the stabilizer is the elimination of the bilge-keels. Dealing only as they do with 'V' square, they can never be of service other than in the heaviest rolling—at all other times they are a positive menace. Recently it was definitely determined that the power required by bilge-keels under the condition of pitching, even in a moderate sea, increases the propelling power to a point much beyond what had been supposed. In the case of a 10,000-ton vessel with standard keels, even with moderate pitching, an increased propelling power of about 9 per cent. has been observed.

"Prevention of deterioration in cargo applies especially to ships carrying live stock. Figures have been furnished by a concern transporting horses during the war showing that, in a heavy storm during a single trip, their losses per trip often amounted to \$30,000 or \$40,000, a sum sufficient in a short period to equip the vessel with a stabilizer.

"As outlined, we have been accumulating a large amount of actual sea experience with various sized equipments. The Government has been of the greatest assistance in encouraging the development. The war has seriously interfered with the work, but even during this period the Navy has allowed us to complete the largest gyro equipment yet attempted.

"The exacting nature of these tests and their severity have contributed in no small measure to another extremely interesting result, as follows: The complete knowledge we now have of the behavior of these equipments and the measured results and records have placed us in a position to guarantee unqualifiedly the stabilization of practically any ship to accurate specification and also the equipment by means of which this important result is secured."

### THE WORLD'S LARGEST LIFT BRIDGE

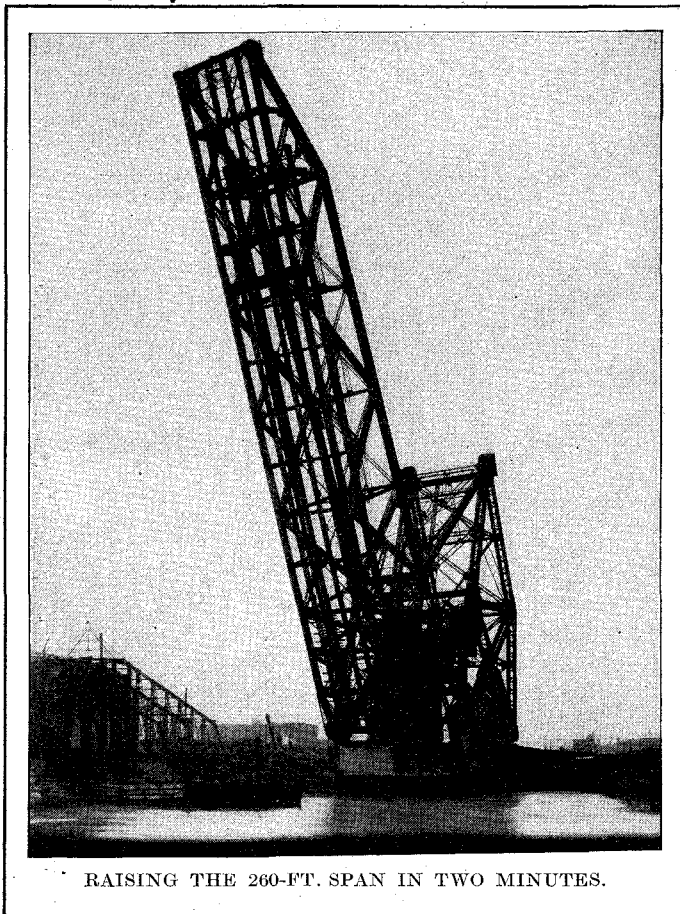
CHICAGO NOW BOASTS the largest bascule bridge in the world, having a 260-foot span in a single "leaf." This carries a branch of the Illinois Central over the south branch of the Chicago River and will be used by it jointly with several other roads. This bridge has several novel features, as portrayed in the following description quoted from an article in *Engineering and Contracting* (Chicago). Besides its size, it is noted for being constructed in such a manner as to admit of being moved bodily from its present location to a point about four hundred feet west, where the river will be when its channel is straightened according to the present plans of the United States Government. This removal can be easily effected whenever required, whether in a few months from now or ten years later. To quote and summarize the descriptive article in *Engineering and Contracting*:

"The new double-track bridge crosses the river at an angle, being 260 feet long between end bearings of the moving leaf and providing a clear channel for navigation 200 feet wide at right angles to the channel.

"The bridge is supported by [three] cylinder piers extending down to rock. The loads are constant and vertical for any position of the leaf and are applied directly over the center of each pier. Each pier, in fact, is a pair of cylinders braced together by concrete girders transversely and piers two and three are tied together longitudinally as well.

"The superstructure consists of a main double-track span, with subdivided panels and inclined top chords 260 feet long between end bearings and a 58-foot counterweight tower-span. The principles of counterbalancing and operation are much the same as in other bridges of this type. The counterbalancing, however, is effected by a pair of concrete slabs, termed 'wing counterweights,' one for each truss, which for this large bridge were found more economical, on account of the increase in leverage thus gained, than the single block of counterweight oftentimes used. The rectangular apertures showing in the face of the counterweight are for the purpose of adding adjustment blocks to obtain the exact required weight.

"As the bridge opens, the counterweights move entirely outside the range of the railroad clearance, and when the bridge is fully open their lowest point is eight feet below the base of rail.



RAISING THE 260-FT. SPAN IN TWO MINUTES.

ship. Any one who has ever undertaken to pilot a heavily rolling ship and to hold her to her course has realized the enormous amount of 'helm' that is constantly required, and the resulting very sinuous course that the ship takes in spite of the best efforts the helmsman can make under these conditions.

"A stabilized ship is practically self-steering. This comes as a sort of by-product of stabilization, the stabilized ship requiring practically no helm, regardless of weather.

"But there is still a greater source of power waste in rolling ships. As the hull constantly oscillates back and forth, its form-lines encounter and constantly displace laterally, with extra friction of impact, hundreds and even thousands of tons of water, and this persists, going forward with every roll. Model experiments and resulting calculations indicate that these losses are much higher than have been supposed. For a 15,000-ton vessel at eighteen knots—away inside the maximum roll—this loss may easily reach from 1,000 to 1,200 horse-power, and this power is absolutely dissipated and wasted.

"Let us examine what this means in dollars. Suppose the operating expense per twenty-four hours to be \$6,000. The extra expense—that is, the expense over and above the average—in the stormy months amounts to not far from \$100,000. This, taken with the amount saved through elimination of bilge keel losses, develops an earning capacity of the stabilizer of not far from 100 per cent. per annum. All of this is over and above the many other important gains, both direct and indirect, resulting from the stabilizer installation.

"The stabilizer achieves another economy of very great significance to both the operator and the passengers of fast



"The counterweight trusses in moving do not interfere with the upper section of the tower, and clear the lower section of the tower in moving alongside.

"The bridge is opened or closed in one and three-quarter minutes, being operated in the usual manner characteristic of this type, by means of straight racks bolted to a pair of operating struts, one pivoted to the end post of each truss, which are engaged by operating pinions located in the portal of the counterweight tower.

"The electrical equipment and controllers, together with a sixty-two-horse-power gasoline engine for emergency drive, are all located under the same roof with the operator, thus facilitating inspection and maintenance."

On account of the unprecedented size of this bridge it was considered advisable to use an air-buffer, in addition to the ordinary bumping blocks when the bridge reaches the nearly open position. It consists of an air-cylinder with fifteen-inch bore and a piston rod four inches in diameter. When the bridge nears the limit of its opening, the compression of the air in the cylinder gradually arrests further movement after the power has been cut off and brakes applied. Valves in the cylinder-head allow adjustment so as to secure proper cushioning effect. The writer says:

"This device is a new feature, and if proved satisfactory it will be used on such bridges in the future. A similar air buffer is located underneath the front end of the leaf which comes into play when the bridge closes.

"The bridge is locked to the bridge shoe at the front end by motor-driven latch-bars, controlled by the bridge operator [who] can not obtain current for opening them until the signals for trains approaching the bridge are set at danger. Likewise no current is available for the bridge operating motors until the locks are fully open, when it is impossible to set the train signals at clear.

"An emergency brake is also provided for use when the ordinary motor-brakes are insufficient in case of accident to the operating machinery or other emergency.

"On account of the new location of the bridge no interruption of railroad traffic, during construction of the new bridge, was occasioned, but it was necessary to avoid interference with river traffic during the period of erection, which necessitated erection in the open position.

"The tower, counterweight links, and counterweight trusses were erected from the timber gantry like falsework and the moving leaf by derricks supported on the leaf itself and moved up as the steel was placed in position, much on the order of the steel frame in a tall building. The method of erecting the tower and counterweight trusses constitutes a new departure in bridges of this character and was used on account of the heavy members in this part of the structure.

"An unusually interesting feature of the entire construction is the provision for turning the bridge through a horizontal angle of about 160 degrees to provide for the proposed future straightening of the Chicago River between Twelfth and Sixteenth streets, which had to be taken into account when plans for the construction of a new bridge were being considered in 1915. The proposed new river channel would cross the St. Charles Air Line about four hundred feet westerly from the present river channel, and the designers of the type of bridge finally adopted proposed a plan, after much study, of building the superstructure of the new bridge to span the present river channel with provision for revolving it intact on a circular track and rollers on to a new substructure to be built to accommodate the future new river channel.

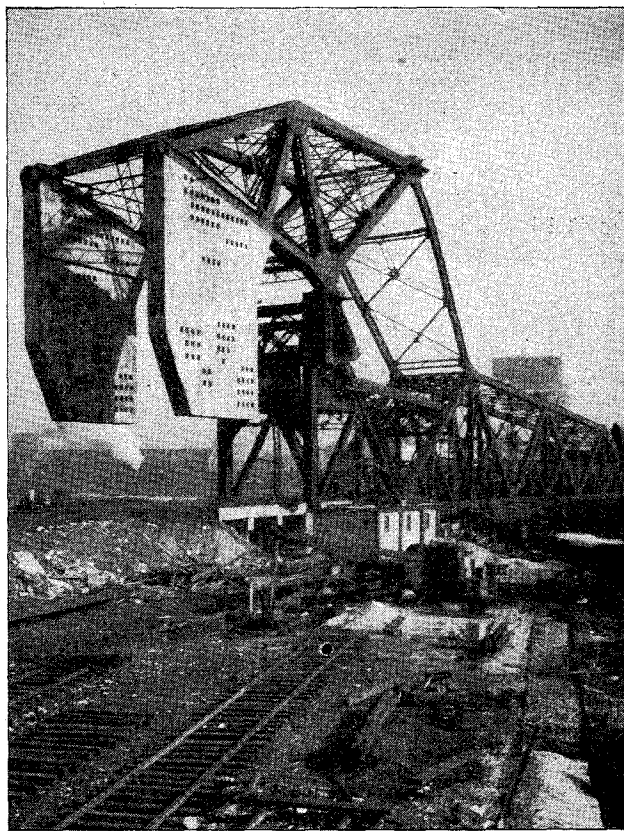
"This plan, for the first time proposed, permitted the building of a bascule bridge in one location and its operation in that location for as long a period of years as necessary, when it can be turned around across the future channel and operated in its reverse position.

"In moving the superstructure the bridge will be locked in a partly open position, by means of the operating struts, high enough to clear obstructions in the path of the front end of the leaf, and the entire structure will then be revolved through the required arc until it comes into its new and final position. Practically the only change in the existing structure is the addition of a floor in the tower span, to be provided when the process of moving is undertaken.

"Aside, therefore, from its huge size, this structure is unique in being the first bascule bridge designed to be moved bodily after completion."

## WHERE IS THAT "TRANSITION"?

THE EXPECTED "TRANSITION PERIOD" between war and peace has not yet arrived, according to an editorial writer in *The Iron Age* (New York, January 1). Transition to a "peace basis," he thinks, will extend over several years. Some "peace activities" began immediately after the armistice, and others have not yet appeared. This "transition period," the writer reminds us, was much talked of in the late months of the war and for some time afterward. No one offered a definite list of things that were to occur in the period, but there was a general idea that everything would be straightened out, summed up in the phrase that we should "get on a



Illustrations by courtesy of "Engineering and Contracting," Chicago.

HUGE COUNTERWEIGHTS RAISE THE SPAN.

peace-time basis." The length of the period was estimated at from six months to a year. Later was to follow a period, of indefinite duration, of regular peace-time activity of a description most satisfactory to everybody. To quote directly:

"Fourteen months after the armistice it ought to be easy to recognize this 'transitory' operation, and to say when it ended or to say that it is still in progress, and then to make a fresh estimate as to when it will end. Nothing of the sort, however, is possible. If we are still in the transition period we are likely to end our lives in it, and perhaps leave the remainder as a legacy to our children.

"If the period is past, when did it end? Since the armistice there has been only one crucial time, last May. *Bradstreet's* index-number, reflecting commodity prices in general, moved somewhat irregularly after the armistice, but generally in a downward direction until May, when it stood at the lowest point since 1917, except that on March 1 it had been just a shade lower. Since May 1 it has been markedly higher.

"If one takes the six months from the armistice to a time in May as the transition period he obtains a period, but very little transition. There is not much reformation about commodity prices and wage-rates when they decline only to advance again.

"In view of the fact that even in the first twelvemonth after the armistice there were both a decline and an advance in prices, it seems quite reasonable to assume that there will also be declines and advances, or advances and declines, for a period of several years, and that without great changes."



## THE BEST ARTIFICIAL LIMBS YET

**A**T NO TIME have such perfect artificial limbs been made as at present, according to Sir Thomas Anderson Stuart, of the University of Sydney. Some aspects of the subject were presented by Sir Thomas to the Red Cross Society of New South Wales in an address parts of which are printed in *The Modern Hospital* (Chicago, January). The qualities that should be possessed by a good artificial limb, he says, are lightness, durability, usefulness, and a natural appearance. Obviously, he says, it is desirable to have as little weight as possible to carry about, but more important is the fact that the limbs must be attached to, and be wielded by, a stump, which is often short and weak. The wearer is apt occasionally to think that his artificial limb is of no use, but he has simply not learned how to use it. When his stump has developed strength by exercise, the limb becomes satisfactory. We read:

"In all cases it is found that the patient's desire to work is of the greatest importance—no limb is good enough for the man who does not want to use it. In large establishments there are demonstration-rooms where demonstrators teach men how to get the best results out of their artificial limbs. At its best the artificial limb is a poor substitute for the natural limb, and it is only by intelligent practise in the use of it that even the best artificial limb can be made anything like a successful substitute. We should not expect too much from it—it is entirely wanting in feel; what can we do with our natural limbs when they are 'asleep' from pressure?"

"Willow wood or American bass, from specially selected trees, is generally employed for the socket, that is, the part receiving the stump. In Australia it is mostly willow that is used, for it is very light, strong, straight-grained, easily worked, and not too porous. The wood should be worked so that the grain follows the line of the greatest strain, permitting the greatest strength with the least weight and bulk of material. The tendency to crack is provided for by metal rings, and by enveloping the outside of the finished socket with wet rawhide, which, as it dries, shrinks and binds the socket firmly. The hollow of the socket must be tapering or sloped just as the stump is, so that the pressure is exerted where it is wanted.

"For the joints good steel must be used, judiciously combining strength with lightness. Aluminum is often used when lightness and small bulk are desired, and Dr. Kent Hughes writes that the best leg he saw in England the other day was made of aluminum with standardized parts, so that it could be assembled for any particular case in some fifteen hours.

"The artificial limb should be such that the patient likes to wear it. If he does not like it, he will not wear it. When the limb really fits him the physical and mental comfort which it brings to the wearer is beyond expression—it converts the desponding into hopeful, active, useful men and women. To most patients the principal consideration is that the limb should be of practical use in their work, for this governs their earning-power, and most wearers are poor men. That the limb and its movements are natural-looking are also of great moment to the wearer; it helps them to get employment. Further—remarks by friends and others, however well intentioned, very soon become an annoyance to the unfortunate whose defect is too obvious. It is kindest not to notice it."

Sir Thomas advises that only the best artificial limbs should be used. The risk of the limb breaking or getting out of order just when it is most wanted is too great, he says, to take; and patients should remember that limbs with movable joints must be carefully used, kept well oiled, and always protected from injury. With every care they go wrong and their parts wear out, so that provision should be made for repairs. Efforts are now made to adopt limbs with standardized parts, so that they may be replaced without delay. Where the ankle is movable renewal may be wanted in, say, three years, but where there is no joint at the ankle the leg may last for eight years or more. We read further:

"If all goes well after the operation the artificial limb may be fitted in some six weeks, but, on the other hand, the stump may not be ready for months. The fitting of the socket is all important; there must be no discomfort nor injurious pressure

at any point. The scar must not be submitted to any pressure or irritation, but must be quite free in space, and, as already said, this space must be ventilated. Many stumps require attention before a limb can be fitted; there may be tender or painful points, due to the ends of the nerves not being cut short enough, and as these are sometimes intolerably painful on pressure, they must be removed by the surgeon. There may be sharp angles of bone or spicules may have grown out; these too, must be removed. There must be no pressure on the important nerves or blood-vessels. Hence the fitting of a socket is really a matter requiring a great deal of experience. A plaster-cast of the stump is made, and it is to this cast that in the first instance the socket is fitted.

"The girth of the stump may vary, for after the application of an artificial limb the stump generally becomes smaller from the pressure of the socket. It is, therefore, often advisable to wear tight bandages, or what is called a 'lacer,' or corset, laced on to the stump tightly for some weeks before the artificial limb is applied, for if this is not done, when the stump shrinks, the socket is too large, and the limb, being less firm in its place, is uncomfortable, and less useful. On the other hand, the exercise of the stump in managing the limb tends to increase its volume. One way or another it may take a couple of years for the volume of the stump to settle down. Patients should have all this explained to them, for otherwise they think that the limb is a misfit, or that they are not going to be able to use it, and they grow despondent when there is no real cause for it."

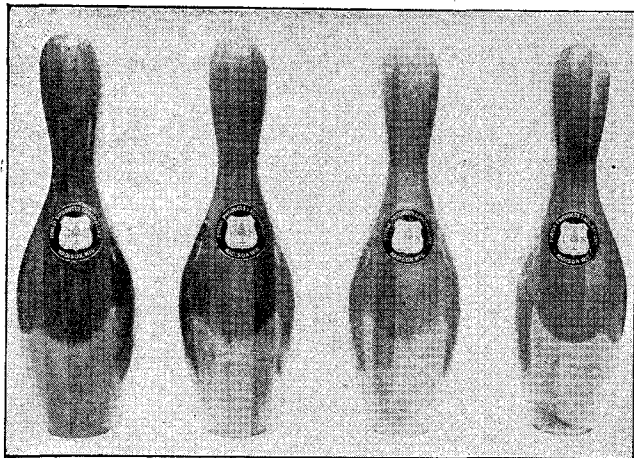
## BUILT-UP WOOD

**B**UILT-UP WOOD is made from smaller material to replace or to serve as substitutes for full-sawn or solid lumber. Two general methods of building up wood are now in use; one employs glue, and the other nails, bolts, wooden pins, and other forms of fastenings, to hold the different parts or laminations together. Glued laminations are used for such things as furniture, toys, or millwork, but they have not found extensive application for exterior requirements, because the glue is apt to fail when exposed to rain or moisture. For outside use, laminated beams, girders, and stringers are now built up of thin pieces of lumber bolted together and used in the same manner as solid timbers of the same cross-section. Tension members in truss design and, in fact, entire trusses have also been built up in the same way. During the war, built-up structural beams were approved by both the National and Chicago Boards of Fire Underwriters, while lattice trusses with the principal members made of built-up stock were developed for government use to span walls as far as one hundred feet apart. These facts are taken from an article on the subject which we quote and condense from *American Forestry* (Washington), written by Assistant Director O. M. Butler, of the Forest Products Laboratory. This institution now has under way, Mr. Butler tells us, in co-operation with the National Lumber Manufacturers' Association, a series of mechanical tests on full-sized, built-up beams. He goes on:

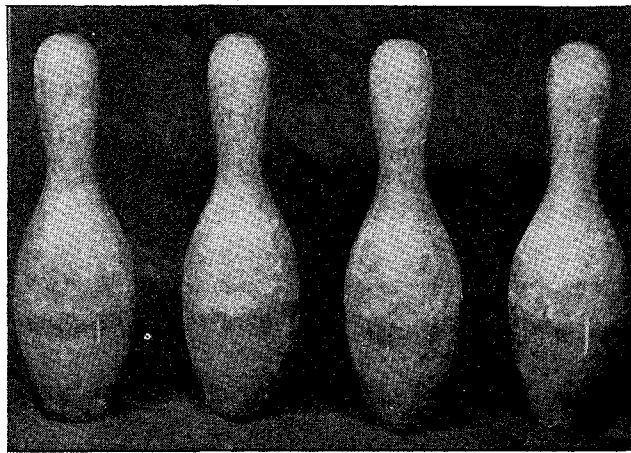
"A number of factors may be mentioned as influencing this trend toward the larger use of built-up wood. New and more accurate knowledge of the mechanical and physical properties of wood and of the materials and methods essential in perfecting built-up construction is stimulating interest in its commercial possibilities. The knowledge gained through intensive research during the war relative to making glues of great strength and moisture-resistance and relative to methods of conditioning and protecting wooden laminations or parts has turned attention to the possibilities of the exterior use of built-up wood.

"A second factor is the regional depletion of forests and the necessity that manufacturing plants in those regions resort to closer utilization of the remaining timber. Experience has shown that in such localities utilization becomes increasingly intensive, while the price of lumber likewise increases, thus permitting forms of utilization involving increased cost to manufacturers. Closely allied to this factor is the decreasing supply of large-sized timber from which solid beams or timbers in structural sizes can readily be obtained.

"A third factor is the growing economic necessity of making



Courtesy of "American Forestry," Washington.



NEW LAMINATED BOWLING-PINS AND THE SAME PINS AFTER 250 GAMES.

the national wood supply go further by utilizing material now wasted and by adopting more economical forms of construction and use.

"The airplane exemplifies more than any other one thing the possibilities of built-up wood. The propeller probably represents the most refined requirements of glued-up wood from the standpoint of manufacturing practise. The wing beam of an airplane illustrates another major problem in the use of glued-up wood because it must meet very precise strength requirements. Despite this fact, it was found by experiments that laminations of spruce, glued up with strong waterproof glue, made a beam which was equal in strength requirements to a solid beam of the same dimension. While there are at present no glues available that are equal to wood in tensile strength, it is possible to join wood so that it will resist tension satisfactorily by making long scarf joints, the area of which is much greater than the cross-sectional area of the pieces to be glued. It will be apparent that the solution of the problems involved in aircraft manufacture has general application in many other directions. There is, however, one very vital problem not encountered in airplane manufacture, and that is successful protection against bacteria, to which glued joints are now particularly subject, especially when exposed to conditions of dampness. Recent experiments, however, have yielded results which indicate quite conclusively that it is possible to make a glue which will be both water-proof and bacteria-proof without decreasing its strength properties.

"The successful use of large built-up columns, trusses, and structural timbers of similar character is more uncertain on account of the difficulty of designing satisfactory joints and fastenings to meet the tremendous strains to which they must be subjected. Another problem attending their use is the shrinking of the wood after they are put in place and the consequent loosening of bolts and joints. Further refinements in drying practise, however, should go far toward solving this difficulty. In the experiments now under way to determine the possibilities of various built-up forms for heavy structural use and the efficiency of different types of joints and fastenings, glued laminations are not yet being used, altho it is not improbable that when the effect of aging on the strength of glue becomes definitely established glued joints may find structural application.

"For smaller wooden articles, built-up wood has immediate application not only in replacing solid material but in extending the utilization of small sizes and low grades. Some of these possibilities are for wagon tongues, bolsters, wheel-hubs and rims, plow-beams, sled-runners, automobile bodies, gun-stocks, agricultural implements, athletic goods, artificial limbs, hat-blocks, ladder rails, shoe lasts, porch columns, and outside doors. The laboratory has already made up as experiments sets of maple bowling pins and shoe lasts, oak wheel rims, wagon bolsters and tongues, and walnut gun-stocks. These articles are now made commercially from solid wood, but the experiments are in laminated construction, with the use of water-proof casein glue in some cases and blood albumin in others. The bowling pins, under actual preliminary test in a local alley at Madison, gave the same service as the solid pins. The testing of the other laminated articles has not yet been completed."

To the average forester and lumberman a general transition to built-up wood probably appears far distant or doubtful, Mr. Butler admits; but, from the standpoint of satisfactory service, there seem to him to be no limits to its possible substitution for most forms of solid wood. Even built-up railroad-ties and telephone-poles he considers by no means beyond the realm of possibility. One can not fail, he thinks, to be impressed by its possibilities as a factor of utilization. Not only would it make possible the saving of a large percentage of present woods and mill waste, but it might revolutionize present milling and grading practises. Select and clear material, the value of which is now lost in undersizes or discounted by low-grade classification, could be utilized and valued as are now the more valuable hardwoods.

Furthermore, species now more or less unusable could be brought into use—eucalyptus, for example, because of the practicability of drying it satisfactorily in small dimensions. We read further:

"A general utilization movement of the intensiveness suggested above would naturally exercise a direct influence upon the practise of forestry. Instead of managing timber-lands on long rotations, the raising of young forests under short rotations would be practicable, and foresters in working out their silvicultural plans would give special weight in the selection of species to their economic value for laminated or built-up use. Short rotations, in most instances, mean greater quantity production, higher financial returns from forest investments, and enhanced soil values, while a wider range of species utilization, which laminated construction makes possible, would tend further to increase quantity production.

"Forestry has great difficulty in many regions in commending itself as a profitable or desirable financial investment because of the long rotations necessitated by present lumber and utilization standards, but built-up wood would largely remove that difficulty by making practicable comparatively short rotations for all species and the greater utilization of quick-growing and so-called inferior species now discredited with the trade and of low commercial value. It would, therefore, transform many now unattractive forest projects from unprofitable to profitable investments and stimulate the practise of private forestry in all parts of the country.

"From the broad standpoint of forest conservation, built-up wood justifies thoughtful public and professional consideration. For every foot of wood utilized we have to admit that two feet are wasted in woods, mill, and factory. At the same time lumbermen admit that ten years hence the remaining large bodies of southern pine will be cut out. The country's main storehouse of timber will then be the West Coast, two to three thousand miles from the principal consuming markets of the country. It is, therefore, wise and forehanded to determine in the meantime the directions along which the sane and sound national utilization policy for the future may be shaped."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 88



# LETTERS - AND - ART

## MOLDERS OF BREAD AND MOLDERS OF IDEALS

**E**LEMENTARY TEACHERS in New York City—where teachers' salaries are relatively very high—are on a par in the wage-scale with butchers, chauffeurs, clerks, and waiters—excellent people, but employed in callings where almost no preparation is required. These facts were ascertained from

"Some of our most estimable 'watch-dogs of the public funds,'" points out another investigator, Mr. L. K. Comstock, of Montclair, "are saying, 'Prices are abnormal now and will soon drop. Let the teachers bear their part in the increased cost as a patriotic duty until things readjust themselves.'" He shows up the insincerity of this recommendation by also making use of the method of comparisons. We quote from a published address, delivered before the Mount Hebron Home and School Association:

"Well, we should have refused on the same grounds to grant the increases to railroad employees, but we didn't. We should have refused on the same grounds to grant the increases to the various trades in the building trades, but we didn't. We should have refused on the same grounds to grant the farmers \$2.25 for wheat, but we didn't. No less an authority than Paul Warburg, until recently chairman of the Federal Reserve Board, has within a month stated that in his opinion the world has permanently moved to a new price-level, which is about 100 per cent. higher than the prewar-level. If patriotism consists in being economically exploited, how can those who think the teachers ought to wait for prices to fall bring themselves to accept higher prices for their goods and services? Are we making a wise investment when our teachers are living on such a close margin that they are obliged to sell Liberty bonds not wholly paid for in order to make both ends meet?"

"When the salaries of teachers are raised to a point where the men and women who prepare for the work can be happy in it, proud of it, freed from constant financial worry, and able to pay their share of the social and civic activities of the town, then, and only then, will teaching attract the kind of men and women who should and can instruct the citizens of to-morrow."

Mr. Comstock prepares a table that gives an instructive lesson in daily-wage comparisons. Let the reader hunt down the line for the wage not only of the highest-paid but also the lowest-paid teachers and compare their dole with their fellows in other fields. The teachers' salaries cited are those of Montclair, N. J., a wealthy suburb of New York, which presumably pays more than less favored towns:

|                                                                                           |        |
|-------------------------------------------------------------------------------------------|--------|
| 1. Plumbers.....                                                                          | \$6.50 |
| 2. Steam-fitters.....                                                                     | 6.50   |
| 3. Masons.....                                                                            | 5.85   |
| 4. Carpenters.....                                                                        | 5.85   |
| 5. Piano-tuners.....                                                                      | 5.70   |
| 6. Senior high-school teachers.....                                                       | 5.18   |
| 7. Ohio miners—all classes of labor, average.....                                         | 4.66   |
| 8. Junior high-school teachers.....                                                       | 4.11   |
| 9. Chauffeurs.....                                                                        | 4.10   |
| 10. Masons' helpers.....                                                                  | 4.02   |
| 11. Average of all mine labor in Alabama, Illinois, Kansas, Ohio, Pennsylvania, Utah..... | 3.87   |
| 12. Common labor.....                                                                     | 3.85   |
| 13. Dressmakers.....                                                                      | 3.41   |
| 14. Domestic servants.....                                                                | 3.36   |
| 15. Elementary teachers.....                                                              | 3.30   |
| 16. Labor on lawns, furnaces, etc.....                                                    | 3.00   |
| 17. Ash-collectors.....                                                                   | 3.00   |
| 18. Garbage-collectors.....                                                               | 3.00   |
| 19. Thirty-seven women school-teachers.....                                               | 2.51   |
| 20. Eighteen women school-teachers.....                                                   | 2.39   |
| 21. Town dog-catcher.....                                                                 | 2.46   |



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THE PUBLIC PAY-ROLL.

—Darling in the New York Tribune.

an intensive study of the statistics obtained from a typical New York draft-board, and others of a similar nature are quoted by the New York *Evening Post* from *The Monthly Labor Review* of the United States Department of Labor. The same authority shows that in the geographical district in which Cleveland and Chicago were selected as representative industrial cities, "head bakers received \$363 more per year than the elementary teachers of the same district; blacksmiths, \$890; and machinists, \$1,138 more." By people to whom the matter is less one of deadly seriousness than to the teachers themselves, it can be observed that it is "worth more to mold dough for bread than to mold boys and girls into citizens, to hammer hot iron than to hammer ideals, and to construct machines than to build character."

The humiliation forced upon the teachers by reading this table must convince them that the "standard of living" principle is one denied them almost alone of civic servants. Mr. Comstock champions them:

"In this age of economic enlightenment almost every occupation except teaching has learned that there is such a thing as a 'standard of living,' that this standard of living has a direct effect upon the health, happiness, and efficiency of the worker and his family; that this standard varies by occupations and by localities, that there is a minimum level below which it is socially unsafe to force people to live, and, lastly, that wages must be considered not from the point of view of actual amounts, but with regard to what can be obtained in exchange for them. A teacher's work is most effectively done when she is in good health, free from worry, able to participate in community activities, and when she has the social respect of the community. These things make her a leader, a mold of citizens, a creator of ideals, and yet practically all of these elements of success are denied a majority of teachers by the insufficient salaries paid."

If they are to be assigned to a special class it is one not indicated by the table of comparative wages:

"Teachers as a class are unprepared through lack of special training, business ability, and their dedication to self-denying work, properly to safeguard their own material interests; they, more than most people, are wittingly or unwittingly giving of their energy and thought, unselfishly, to the work of preparing the oncoming generation to take its part in the affairs of the world. Their whole training has been in the direction of giving out for the benefit of others. All the more, therefore, does it become the duty and the business of the community, acting through its servant, the Board of Education, to initiate plans for maintaining the teachers' economic position in the community ungrudgingly, and in a positive, thoughtful, and painstaking way. This is a field where home and school associations, women's clubs, and other civic bodies can function with entire propriety."

## BOOKS THAT "EXPLAIN" US

A RECENT BOOK called "Our America" aimed to explain us to France. An objection to it is that America might fail to recognize herself in it. Another effort to give "an intimate picture of American life during its various stages of development and an acquaintance with its purposes, ideals, and tendencies," is shown in a list of books drawn up for a correspondent abroad, "who knows our language, but does not know our country or its institutions." The list is chosen by the Nashville *Tennessean*, and is called: "An arbitrary list. Others might choose an entirely different set of books." It is admitted that not all of these books are "great" in the sense of being masterpieces. "Many are named merely because they throw light on social and political conditions in certain years of the history of our country. We exclude poetry and history, as such would make the list too lengthy." This is the list:

- "The Crossing," Winston Churchill.
- "To Have and To Hold," Mary Johnston.
- "Montcalm and Wolfe," Francis Parkman.
- "The Scarlet Letter," Nathaniel Hawthorne.
- "The American," Henry James.
- "Last of the Mohicans," James Fenimore Cooper.
- "Autocrat of the Breakfast Table," Oliver Wendell Holmes.
- "The Hoosier Schoolmaster," Edward Eggleston.
- "Walden," Henry David Thoreau.
- "Democracy," James Russell Lowell.
- "The Sketch Book," Washington Irving.
- "The Federalist," Alexander Hamilton.
- "Two Years Before the Mast," R. H. Dana.
- "Luck of Roaring Camp," Bret Harte.
- "Man Without a Country," Edward Everett Hale.
- "Essays," Ralph Waldo Emerson.
- "The Gold Bug," Edgar Allan Poe.
- "The Crisis," Winston Churchill.
- "Red Rock," Thomas Nelson Page.
- "The Red Badge of Courage," Stephen Crane.
- "A Modern Instance," William Dean Howells.
- "My Summer in a Garden," Charles Dudley Warner.
- "The Clansman," Thomas Dixon.

- "Reign of Law," James Lane Allen.
- "The Grandissimes," George W. Cable.
- "Tom Sawyer," Mark Twain.
- "The Pit," Frank Norris.
- "The Bishop of Cottontown," John Trotwood Moore.
- "The Four Million," O. Henry.
- "The Magnificent Ambersons," Booth Tarkington.
- "Soldiers of Fortune," Richard Harding Davis.
- "Rezanov," Gertrude Atherton.
- "Java Head," Joseph Hergeisheimer.
- "A Grain of Dust," David Graham Phillips.
- "Marse Henry," Henry W. Watterson.

## A GENUINE NATIVE DRAMA

OUR COWBOYS came and went without leaving a drama behind them; a few songs represent, perhaps, their entire contribution to art. The Argentine, however, has been more fortunate, for her cowboy population, at least since 1816, when the country passed from under Spanish rule, developed a very interesting native drama that perhaps has no counterpart anywhere. The hero of this drama is the *gaucho*, who, besides being a cowboy, as Mr. Edward Hale Bierstadt explains in the New York *Evening Post*, is also a pioneer and an outlaw. He was a pioneer in that he appeared as a type soon after the Indian gave way to the invader. He resisted Spanish rule and later Argentine, tho this was native rule. Mr. Bierstadt calls him a mixture of Daniel Boone, Buffalo Bill, and Robin Hood, and he was multiplied many times, for cattle-grazing was the chief interest of the country, the pampas rolling up to the very gates of the single large city, Buenos Aires. The *gaucho* was a perfect cattleman, "expert with the lasso and quick with the revolver"; he played the guitar and sang ballads and serenades, and even improvised verses about his companions around the camp-fire. He was fertile ground for drama:

"In the early days of the republic, and indeed to-day, there were traveling circuses which went from town to town, staying in each so long as it seemed profitable to do so. These in time became an institution, and the management was handed down in the same families for generations, as were the traditions of the clowns and the acrobats. Gradually there crept into the circus performance a short, informal, and sometimes impromptu, play which dealt with local conditions, and so was easily appreciated by the rustic audience. I do not mean that these plays were in any sense satirical; they were frank melodramas, but they were all written about the national figure—the *gaucho*. In time the plays took form, until there was a definite repertory, and after a certain point no additions were made to this, so that we have a small group of plays repeated for years all over the land, adored by the people, and, in due course, scoffed at by those wise ones whose taste had benefited by European excursions. And the plays grew in body and in interest until, from being merely an act of the circus proper, they divorced themselves from their progenitor entirely and demanded a place of their own.

"In line with what has been said above it is interesting to observe that the two great managers of Buenos Aires to-day are the brothers Podestá, who many years ago began their career as members of a family of acrobats in a traveling circus which included the *gaucho* plays. They were among the first, if not the first, to produce the Dramas Criollos as such, and during the time when the native play was running its course the Podestás were its ablest exponents. They have produced the *gaucho* plays in Buenos Aires many times, but now, alas, they have been graduated to the Dramas Nacionales to a great extent, for the *gaucho* has had his day and has passed into history.

"From the time when the Dramas Criollos took their place in the sun up to the present there has been little change in their representation. The plays themselves have remained the same; there have been no additions of sufficient importance to become permanent, and the small body of historic drama has become fixt, classic. Its lines, its business, and its general mode of production are almost as much a matter of convention as that of the plays of Molière at the Comédie Française."

The dramas were produced in a portable theater, the stage at one end and in front of this a circus-ring like the orchestra of the ancient Greeks:



"While the players, in the guise of *gauchos*, raided the peaceful *hacienda* on the stage, their peons held their horses in the ring below. Then, when the dreadful work was done, with yells and shouts, the villains would leap the footlights, swing themselves on their plunging mounts, and dash out through the excited audience to safety. It was a truly thrilling spectacle.

"The scenery was of the most primitive description, consisting for the most part of very crude backcloths and such properties as were absolutely essential. The lighting was on the same scale; oil-lamps, and even in some cases candles and torches, were used. The stage took most of its lighting from whatever footlights could be provided.

"The audience was seated in boxes, which were placed in a long tier around the sides of the house, but not at the back, for here the seats of the plebeians rose steeply until they thrust that unfortunate who was in the topmost row in close juxtaposition to the iron roof."

The plays were long and the many scenes episodic, "perhaps



AN ATTACK OF CUBOVORTICITIS.

(Mr. Leonid Massine.)

—Edmund Dulac in *The Outlook* (London).

the closest likeness to their form being the moving-picture." Further:

"Four of the most famous Dramas Criollos are 'Juan Moreira,' 'Santos Vega,' 'Pastor Luna,' and 'Musolino.' These are the names of famous *gauchos*, traditional figures, such as *Robin Hood* or *Dick Turpin*. Thus the plays are both biographical and historical, telling of the nation's greatness through the deeds of its heroes.

"The *gaucho* himself was always the protagonist. He was usually shown pitted against the soldiers from the capital, who represented constituted authority, his traditional enemy. Buenos Aires was always the seat of the oppressor, whoever the oppressor might happen to be. The *gaucho* represented the people of the soil, opposed to the hirelings of the tyrant, much as *Robin Hood* did. And in Argentina in the old days the Government was too often despotic and the *gaucho* automatically became a hero. There was another stock figure in these plays through which the comedy element, a vitally essential feature, was realized. This was an Italian born in Argentina, but retaining many of his national traits, and often, illogically enough, speaking a mixed dialect, which was always provocative of much amusement. He was the buffoon, and his part sometimes included rough-and-tumble work of no mean

description. Thus it will be seen that the Dramas Criollos became highly conventionalized, both in content and in the manner of presentation, with stock figures and situations capable of development, but never of radical change."

## ENGLISH FICTION IN CHINA

THE LITERARY ISOLATION of the English-speaking residents of China is brought to light in a protest against the kind of literature the country is supplied with from the home market. *The North China Daily News* (Shanghai) protests against the apparent conviction entertained "at home" that "no novels, except those with a hectic picture on the outside and contents to match, will attract buyers on the China coast." It is aroused to this protest by the recent arrival of a novel dealing with the cocaine habit, but producing an effect, it says, "far less calculated to disgust the reader with cocaine than with the author and publisher." Going on:

"In the offices of any self-respecting newspaper in England such muck goes straight into the waste-paper basket, and we do not observe that Far-Eastern journals are more anxious to notice it in their review columns. During the latter months of the war we had a respite from what had been a commonplace of most parcels of books that came to hand during the spring and autumn publishing season; and before the practise becomes general again, we wish to state plainly that publishers of erotic literature, so called, will be wasting time and money in sending their wares to this office. No doubt there are people in Shanghai who buy such books, as there must be everywhere, or they would not be printed. But we imagine that the proportion of them among book-buyers is actually smaller than at home; and for this reason, that these books figure chiefly on railway stations in England, where they are bought just for something to skim over on the journey and throw away afterward. Here there is no such outlet, as few of us travel very often by train, and the community may be divided broadly into those who never read anything except newspapers and periodicals and those who read a great deal and certainly have no liking for this lurid trash. The offense of which we speak is aggravated by the fact that one or two publishers have a better opinion of us all, and apparently find it worth while to send out good books; and further by the number of admirable works of which one reads in the best home reviews, yet which never reach Shanghai unless specially sent for. For example, during the war Loche produced three splendid novels, one of which really deserves the name of masterpiece. We are not quite certain, but we fancy that none of these were sent out for reviewing. Yet there is no question but that copies were bought by many Shanghai residents, as any book by Loche, Wells, Walpole, Newbolt, and some others would always be."

The writer takes a broadly patriotic view of the subject, objecting quite as much to the "insult to the great name of English literature" as to the "slur cast by implication on the tastes of the British community in China." More definite still:

"To avoid any appearance of sailing under false colors, we must say that we are not concerned with any question of moral welfare; because anybody who enjoys the sort of book that called forth this article is probably past praying for, morally and intellectually. But for the honor of English literature every one of us is concerned. It may be urged that novels about cocaine, 'free' love, and so forth have no claim to be called literature. That is no doubt true, in the sense that they are dead and done for three months after they have left the typewriter. But the point is that their purveyors could not be as gross as they are, if other writers, of real distinction, were not also unnecessarily daring. Under the guise of being true to life, of showing people as they really are, there is a common tendency to drag in all kinds of subjects which were once tabu, and which we believe the majority of readers thoroughly resent. It is no doubt a gain to society at large that things should be openly discussed on platforms and in newspapers which formerly must on no account be mentioned. But is there any particular necessity for, or gain in, dragging them into novels? We do not find that Scott or Jane Austen, Dickens or Thackeray were dependent on such devices, and the wonderful nineteenth-century school of English comic poetry, which is unequaled in any language, has not a line in it from beginning to end to which exception could be taken. One suspects that a good deal is palmed off as realism which is, in fact, only want of inventiveness."

## OUR GROTESQUE AGE

**A** BALLERINA seems to have set the old *Saturday Review* quaking in its shoes. She is one we never have seen on this side, tho we have had the Russian dancers in their group organization and in singles or pairs. Madame Karsavina, tho still unseen by us, is reckoned the greatest of their *premières*, and she is now seen to have power other than in her toes. London has been for months treated to "the grotesque art" of Leonid Massine, who danced here two years ago in one of his early ballets called "Le Soleil de Nuit," but he has gone on making others on the basis of art nearest allied to cubism. "Admittedly the art of Mr. Massine leans toward the grotesque," says Madame Karsavina, "but this is a grotesque age, and Mr. Massine when he is grotesque is only expressing life as he sees it with the perceptive eye of genius." *The Saturday Review* takes up the dictum and turns it over this way: "To those who live in the normal world and complain that modern art is absurd, the artist coolly retorts that modern life is absurd and that art merely follows where nature leads." Turning to two of Massine's latest ballets, *The Saturday Review* muses, "So it is we, it seems, who really wear the 'Three-Cornered Hat'; and when we are amused by the antics of 'Parade,' we are, whether we know it or not, amused at our own expense." *The Saturday* quails before the effort of imagination to perceive its own age as grotesque:

"Old-fashioned people often think that the younger generation is grotesque, and the younger generation is almost invariably sure that the old-fashioned people are. But those who live dead in the middle of a period rarely perceive it for what it is. The bustle was a serious institution for those who wore it. The burning of witches was serious religion for those who practised it. Why should we be more discerning than our ancestors? How do we know what fun a later generation may not be moved to make of the things which to-day seem wholly sensible? For all we know there may be fantasy lurking in our umbrellas, and the new demonology of Sir Arthur Conan Doyle will some day seem as grotesque as the old demonology of the broomstick.

"Frankly, Mr. Massine has made us feel extremely uneasy. It is one thing to regard the excesses of musicians like Casella, of painters like Wyndham Lewis, of poets like Ezra Pound, as mere excesses of fashion which have little to do with normal and sensible folk. It is quite another thing to regard these manifestations as faithful reflections of ourselves. It is disquieting to think that in the view of the ages that come after we shall look like pictures by the London group, and that the ear of posterity bent to catch the voice of the age will recognize our own particular note in the musical 'Mercury' of Mr. Gustav Holst. We are the more disturbed as on looking into it there seems so much to support Mr. Massine's point of view. Is this not an age which shows us the Bolshevik as politician; the picture press as a means of enlightenment; the parlor game of spiritualism as religion; the orgiastic methods of advertisement as business; the fashionable *pleine toilette* as a defense against the winter cold? For five years we have fought and suffered on a scale which staggers imagination. At the end of it we solemnly meet together and discuss for a year what it was we were all fighting about. Meanwhile we all hope to grow rich by spending all we have and doing as little work as we may. Is it not conceivable that in assuming the cap and bells Mr. Massine is really showing us to ourselves and to posterity?"

The strides made by Mr. Massine since his visit to us in 1916 are indicated in the summary of his work by Mr. Edwin Evans in the London *Outlook*. The list shows the young Russian to be a veritable cosmopolite, only the subjects do not disclose that his imagination was anywise touched by the spectacle of American life:

"His ballets are at present seven in number: 'The Midnight Sun' (Geneva, 1915); 'Las Meninas' (San Sebastian, 1916); 'Good-Humored Ladies' (Rome, 1917); 'Children's Tales' (Paris, 1917); 'Parade' (Paris, 1917); 'La Boutique Fantasque' (London, 1919); 'The Three-Cornered Hat' (London, 1919); and he is now engaged upon a choreographic version of 'The Nightingale,' which Stravinsky has rewritten in the form of a symphonic poem. It is a remarkable list for one so young. The range of his studies is shown in the material employed. In one ballet we can trace Longhi and Hogarth, in another the early Russian illuminated manuscripts. One ballet, which we have not seen here, is based on Velasquez. For another, he



From "The Sketch," London.

MASSINE AND KARSAVINA.

As the dancing dolls in "La Boutique Fantasque," one of Massine's ballets, which the lady declares depicts ours as a "grotesque age."

went to Toulouse-Lautrec and the colored engravings of the Second Empire. One is based on the popular art of Spain, and another adapts a number of gestures and movements familiar to an altogether different order of theatrical art. The popular art of Spain yields up its secrets to him, and he learns at the same time what cubism has to teach. In fact, it is not merely the gesture of all countries that he adapts, but he assimilates the most vital element in the graphic art of all times, its pattern and rhythm."

The *Saturday Review* writer takes up some modern music, notably that of Holbroke, Holst, and Scriabin to show that Massine is right in his point of view about modern life:

"We have rarely been more conscious of the ludicrous in modern art than at two concerts at the Queen's Hall. . . . There were moments when it seemed as tho the whole audience must rise in laughter. But no; we are all in the toils of the will, a contemporary, agitated, fussy, extravagant, audacious, investigating, aspiring, but baffled will; and to those who are only intent upon their own business and desires, it can not seem funny that where once we looked for the sublime and beautiful we should to-day look for an echo of our own immediate and personal reactions to life in the concrete and particular. We are so immediately concerned with our environment, so engrossed by the commonplace, that we have lost that sense of proportion which comes from the reference of odd things to something universal. The joke against our forefathers was that in looking at the stars they were in danger of falling down the well. The joke against ourselves is that we avoid falling down the well by never looking at the stars. And then we write symphonic poems about the well and wonder why our music has lost something which was in the music of our star-gazing forefathers."



# RELIGION-AND-SOCIAL-SERVICE

## RURAL RELIGIOUS DEMORALIZATION

IF IT BE "THAT THE ROOTS of the religious and moral life of the nation are chiefly in the country church," rural communities are in a fair way to degeneracy, and instead of being props for the nation, are becoming means to its downfall. At least this is the conclusion naturally drawn from a three years' survey of Ohio by the Commission on Church and Country Life of the Federal Council of the Churches of Christ in America, which reveals that the countryside is overstocked with churches, too sparsely provided with ministers, and that many of these too-few pastors have been selected without regard to qualification. The result is demoralization of churches and people alike. But where the evil has been recognized and the remedy of interchurch comity and cooperation applied, spiritual awakening has resulted. Having effected cures in particular instances, the commission suggests general application of the remedy.

The results of the survey are summarized in a volume called "Six Thousand Country Churches" (Macmillan), by Charles Otis Gill and Gifford Pinchot. In Ohio more than 4,500, or 66 per cent., of the rural churches have a membership of one hundred or less; more than 3,600, or 55 per cent., have a membership of seventy-five or less; more than 2,400, or 37 per cent., a membership of fifty or less. Because of the system under which pastors are changed frequently and the divided effort of the ministry among various and widely separated churches, the people who live in the rural districts in Ohio receive too little pastoral service. The pay of the country ministers is small; the support of the church meager. In 1917 the majority of the ministers of the largest denomination received less than \$1,100 each, while the average amount was \$857 and free use of the parsonage. Over considerable areas many of the ministers are uneducated; often they are illiterate and entirely unfitted to render service acceptable to the more intelligent of their people:

"A most striking illustration of the churches' inefficiency may be found in southern and southeastern Ohio. Here, in a region covering at least eighteen counties, the failure of the churches may fairly be called pathetic. These counties are: Adams, Athens, Brown, Clermont, Gallia, Highland, Hocking, Jackson, Lawrence, Meigs, Monroe, Morgan, Noble, Pike, Ross, Scioto, Vinton, and Washington. In this area, after more than a hundred years of the work of the churches, the religious, social, and

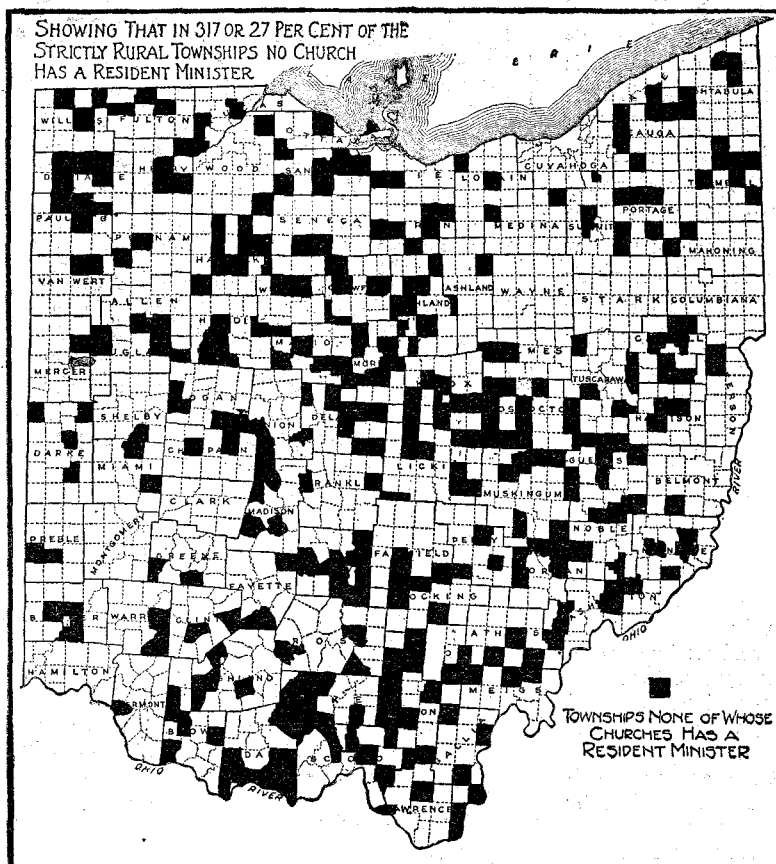
economic welfare of the people are going down. Altho the churches have been here for more than a century, no normal type of organized religion is really flourishing, while the only kind which, during the past fifteen years, has been gaining ground, the cult of the Holy Rollers, is scarcely better than that of a Dervish. The churches have failed, and are failing, to dispel

ignorance and superstition, to prevent the increase of vice, the spread of disease, and the general moral and spiritual decadence of the people. . . . In no fewer than twelve out of the eighteen counties, the death-rate from tuberculosis is excessive. Reports of the Ohio Bureau of Vital Statistics for the years 1909, 1910, and 1911 (the latest we could secure on the subject) give the average annual rate from this disease for 100,000 persons, as 125 for the whole State. Of the seventeen counties in the State whose death-rate from tuberculosis is 145 or over, all but five are in this region, and of the five one is a bordering county. . . . The number of illegitimate births in the eighteen counties is likewise excessive. The rate per 100,000 population for the State is 43.9. Of the twenty-eight counties whose rate is above the average, nineteen, or 68 per cent., are either, in the eighteen counties or the counties bordering on them. No fewer than thirteen, or more than two-thirds of the eighteen counties, have an excessive number of illegitimate births. . . .

Illiteracy also in the eighteen counties is excessive. The per cent. of illiterate males of voting age for the State in 1910 was 4.2. There are twenty-nine counties in which that number was exceeded. Of these, fourteen are among the eighteen counties, and five border on them."

These statistical data "do not overstate the urgency of the appeal from the unfortunate overchurched and underministered communities of this section," for "here gross superstition exercises strong control over the thought and action of a large proportion of the people." Immorality, intemperance, and crime are declared to be rife; politics corrupt, and schools badly managed and poorly attended.

As in the eighteen counties some of the older and stronger denominations are well represented—no fewer than 526, or more than one-third of the total number of churches being Methodist Episcopal—"it is evident that the failure of the churches in this area can not be laid to the weakness or poverty of the denominations represented, for they are for the most part neither weak nor poor." On the other hand, "in rural Ohio the worst moral and religious conditions are found where there are the largest number of churches in proportion to the number of inhabitants."



From "Six Thousand Country Churches."

### "UNDERMINISTERED" RURAL OHIO.

This indicates one reason for the ineffectiveness of the Church in rural districts. There ought to be, we are told, "at least one resident minister in every township."



OUT OF THE HOSPITAL AND TAKING THEIR EASE IN THEIR INN.

A dormitory room in the first "Carry On" Club-house for soldiers in New York.

As to the proportion of pastors to population:

"There are twenty-four counties in Ohio in which there are more than 1,000 persons for each resident minister, of which thirteen are among the eighteen counties under consideration and three among the bordering counties. Noble County has a resident minister to every 1,240 persons; Gallia to every 1,396; Lawrence to every 1,450; Pickaway to every 1,458; while Hocking has only one to 1,693, or nearly 1,700 persons."

Here, "as in most rural sections, an absentee ministry is necessarily ineffective." As we read in explanation:

"While the preaching of a good pastor is an indispensable factor in the individual development of his parishioners and in the progress of community life, that of the non-resident is by comparison of little value. It is shooting in the air without seeing the target, like the fire of artillery without the aid of air scouts. There is no greater force for righteousness in a country community than a church with a resident minister, well educated, well equipped, wisely selected, whose term of service is not too short. . . .

"The right kind of resident minister will have a strong and intelligent desire to secure opportunities for the best development of his children and to create a favorable environment for them. He will, therefore, take a keen interest in the schools, in the establishing of libraries, in play and social life, in keeping out evil influences and promoting general decency."

Having thus diagnosed the ailment from which the rural church is suffering, the commission then proceeds to its program for cure. The ministry must be better educated, and more care should be used in selecting pastors for this particular kind of work. Church and minister must receive more support, which, in most instances, the farmers are ready to give. Circuits must be so arranged that the pastor may have more time for each church and congregation. Parishes must be made more compact, and in every township at least one resident minister should be established. Cooperation should be substituted for competition, and this cooperation, where necessary, should take the form of a community or federated church. The writers say:

"In view of the urgent needs of the rural communities, as a rule, those methods should be adopted which are most acceptable to the local people whose interests are involved. When the people of a community come to desire united Christian action in promoting community welfare, their zeal will usually be strong enough to overcome the difficulties in the way. But this desirable consummation is greatly retarded where opposition is made by the denomination or its officials. Until the church officials and denominations are able to propose some other practicable plan for the readjustment of church life to community welfare, a plan which can be carried out, the demands of the situation certainly require them to help rather than hinder the movement for the formation of federated churches. In any event they will not be able to stop it."

## TO HELP DISABLED SOLDIERS "CARRY ON"

IN ORDER TO ASSIST THEM through the lean days of their vocational-training period, for which the Government has provided only from sixty-five to eighty dollars a month, a new organization for disabled soldiers, known as the "Carry On" Club, has been founded by Mrs. Wendell Phillips, an expert on physical reconstruction and herself wounded by shell and a hospital patient for nine months. The first home of the club was at Thirty-eighth Street and Madison Avenue, New York City, where, with fifty beds, it has housed 880 men since last April and has otherwise assisted nearly two thousand men to regain their footing in civil life. The soldier is housed at a price compatible with his means, and the attention and comforts of homelife are afforded him during the trying period of reconstruction. For those who are destitute special arrangements are made. So well has the new organization met a need for which there had been no other preparation that the work has been recognized by the Federal Board for Vocational Training, and been indorsed by the American Legion. Requests have been received for the establishment of two hundred clubs in other cities. Mrs. Phillips provided funds for the New York home out of her own pocket. As to the reception of the new club, we read in the *Boston Christian Science Monitor*:

"So marked has been the success of the first 'Carry On' Club for disabled soldiers, opened here last April, that the Government has asked the association to establish two hundred similar centers throughout the country. The club provides a comfortable home at a moderate rate for soldiers during their period of government vocational training, when they receive only from sixty-five to eighty dollars monthly for expenses. For ten dollars weekly, in addition to providing good room and board in pleasant surroundings, the club makes an allowance for laundry, clothes, car-fare, and sundries, thus leaving a margin for amusements and other expenses.

"The association notes that a period of from two to eight months usually elapses after a man has been discharged from the hospital before he is placed in training under the Federal Board for Vocational Education, and begins to draw full compensation. During this time he is often in need, as he has only the usual sixty dollars bonus allowed discharged men, and from ten to thirty dollars monthly. The club has provided for many of these men without charge until they received their allowance. The club has an average deficit of five hundred dollars per man, which is met by voluntary contributions."

The *New York Globe* notes that it is the purpose of the officers and directors of the "Carry On" Club "to make sure that every one of the 230,000 ex-service men who are more than 10 per cent.



disabled shall be given a fair chance to compete on equal terms with normal man," and it continues:

"The 'Carry On' Club has made a special provision to accommodate those boys who have not yet been assigned a course by the Federal Board and are not, therefore, drawing their pension from the Government. They have sometimes been obliged to wait from two to eight months after their return for this, during which time the maximum allowed them by the Government is not more than thirty dollars a month or less than ten dollars. Naturally they are often in desperate need.

"Many of the boys have been in a hospital for months before their return. Many of them are weak and nervous. 'It is necessary for them to have good food to rebuild their bodies, no cause for worry, and cheerful surroundings to rebuild their morale,' is the contention of Mrs. Phillips, who was sent to France by the Government as an expert on physical reconstruction."

A writer in the New York Sun notes that—

"The Government allows ex-service men who are more than 10 per cent. disabled a pension of between sixty-five and eighty dollars a month. Out of this a man having war-risk insurance must pay eight dollars a month, an average of four dollars a month for laundry, three dollars for car-fare, ten dollars for clothing, doctor, and dental bills; two dollars for stationery and stamps, and five dollars for books not provided by the course. This leaves thirty-one dollars for room and board for the man getting sixty-five dollars a month, and forty-six dollars for the man getting eighty dollars a month."

### FAMILY GAINS FROM THE WAR

WAR has been the family's most ancient enemy. It has severed father and son and sacrificed both to military necessity. It has tended to destroy the marital relation by relaxing moral restraints on the soldier. Moral blight and physical disease resulted; children were born under handicap and woman was degraded. Economic hardship and industrial trouble have always followed in the wake of war, and a heavier hand was laid on those who were already suffering most. But into the world-war just ended the soldier was sent with an entirely different concept as to the rules which should govern his conduct. Woman went with him into the field, or remained behind for the task he had left. A new theory as to the economic position of woman has been developed. Industrial changes have taken place. All these have affected the family type, which seems not only not to have been disturbed, but to have gained as a result of the great test. Prof. James H. Tufts, of the University of Chicago, writing in *The International Journal of Ethics* and in *The Christian Century*, draws some interesting conclusions. He writes:

"Five lines of influence stand out conspicuously: first, the establishment of new standards of public health, particularly with regard to the health of children and to social disease; secondly, the establishment of national prohibition; thirdly, changes in standards of living, including wages, hours, and housing; fourthly, the greater entrance of women into industry and responsible public service; fifthly, the drive toward equality."

Far-reaching in its effect will be the new moral attitude. The old tradition of lax military morals has been destroyed; the experience of European armies as to the reduction of fighting strength by immorality broke down the old fabrication and reenforced the argument against immorality. On this Professor Tufts writes:

"The vigorous campaign waged in this country and in France by the Commission on Training-Camp Activities, the National War-Work Council of the Young Men's Christian Association, and other agencies, has in the opinion of military authorities had a great effect upon the attitude of the Army. In the opinion of Dr. Exner, it has produced the cleanest army the world has ever seen."

Prohibition, too, has its most important bearing on home-life. Professor Tufts quotes Floyd Dell as writing in *The Liberator* that "women hate alcohol not so much because their husbands

sometimes come home drunk, as because it keeps them away from home successfully." But in the case of prohibition it goes without saying that negative and repressive action will not get far alone. Professor Tufts sees in the moving-picture theaters the greatest single agency in the more positive direction, as they open up new ways of enjoyment in which the whole family can share. Further amusement should be provided and social workers and public agencies should press vigorously the campaign for parks and playgrounds and all sorts of outdoor and indoor instruction and amusement.

Attention is then called sharply to the influence war has had on women by opening up to them new avenues to industry, and urges that if it means that more women are to be childless, or that no distinction is to be made between mothers and prospective mothers and those who are not in either class, the result is bound to be bad. A suggested line of attack against this danger lies in providing that every woman shall have a free period and suitable care for the birth of her child and attention after.

The influence which may well prove the greatest of all is the drive of the war toward equality of the sexes. Effects of this new power and this new education of women will probably be mixed as to marriage and divorce. But, whatever the result, the movement toward equality can not be blocked, and should not be. Equality will improve cooperation, and we read:

"It is because the family not only satisfies passion, but sublimates it; because it not only involves sacrifice, but, on the other hand, opens up new fields of thought and emotion, action, and living, that it will keep its place in genuine democratic development. For democracy means cooperation, and the family is not only the oldest, but in many ways by far the finest type of cooperation."

Yet of all the gains for the family "the greatest is the hope and the deep resolve that war itself shall cease."

### MR. ROPER APPEALS TO THE CLERGY

THE MERE ENACTMENT of the National Prohibition Law does not assure the country of a reign of law and order, the sobriety of manhood, and the uplift of the home; only by its enforcement can its benefits be realized," declares Mr. Daniel C. Roper, Commissioner of Internal Revenue, who asks in a letter to the clergymen of America for their earnest and persistent support in creating a "right public spirit"—a spirit of cooperation—toward the cause of law and order. Declaring that his Department will enforce the "dry" law and the Amendment to the Constitution, Mr. Roper voices his faith in the "American people as a law-abiding nation," and continues:

"The National Prohibition Law is now an accomplished fact. The period of controversy has passed. We are not now concerned in any debate as to whether or not national prohibition is the best thing for the country. It is now the law of the land. My appeal to you, therefore, is not for prohibition, nor for revenue measures, but simply for the creation of a clear, strong public support for enforcement of the law. The public mind must be clarified, misunderstanding of the situation swept away, and the right spirit aroused.

"Your own church members, of course, will give unhesitating adherence to the prohibition laws; but it is necessary that they do more. To coordinate and give force and direction to their individual efforts it is strongly urged that a committee on law enforcement be appointed to receive all complaints of violations of law and to lodge such complaints, together with the evidence obtained, with the proper authorities. The active support of such a committee backed by the influence of your members will be a very great help to local officers—Federal, State, and county—in enforcing the law. Wherever any officer fails in his duty, public sentiment should secure his removal. Your valiant leadership and your ringing challenge to the citizenship and the moral sense of your church members will be the chief influence in creating the right public spirit in your community."

IT is our desire to be as temperate as possible in discussing this new Cadillac.

But it is not easy to tell even the plain facts in an entirely dispassionate way.

For we have knowledge of this Cadillac, in actual performance, which prompts us to almost unmeasured enthusiasm.

It is the climax and the culmination of more than eighty thousand Cadillac cars, of the same type, which have preceded it.

It embodies and expresses the best thought, and the best practice, of nearly six years of concentration on that type.

And it gives life and action to all of the refinements and improvements which the past year, in particular, has brought forth. Slight wonder, therefore, if we are eager that you shall make test of the splendid properties we know it to possess.

Our sincere and honest conviction is that even these Cadillac works have not produced a car which equals it.

And candor compels us to add our conviction that no other car in the world has yet approached its wonderful facility of performance.

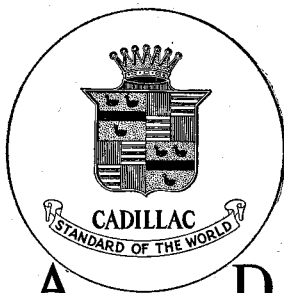
The added exterior beauties are plainly apparent—but the greater beauties are those which await you in an ease of control and a softness of operation beyond our ability to describe.

The car has accomplished prodigies of long, hard travel, with an absence of even the most usual adjustment so astonishing that it has amazed even those of us who best know the Cadillac.

Even while our eyes are fixed on a Cadillac steadily and progressively improving, we cannot help feeling that there has been attained, in this Cadillac, a secure superiority which is reward enough for a life-time of zealous labor.

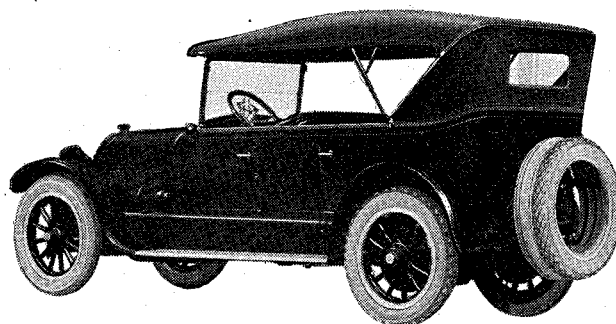
And that is what this Cadillac actually represents—the life-work of the same group of craftsmen, giving today as they have for years, the very best that is in them to make a greater and greater Cadillac.

To the consideration of our tens of thousands of Cadillac friends, and in particular, to those who have felt that the Cadillac they own could never be improved upon, we gladly submit this fine car.



C A D I L L A C

*New Series  
Type 59*



THE STANDARD OF THE WORLD



# CURRENT - POETRY

FOLLOWING last week's selection of poems touching "the unknown shore" are some others that bear also upon this theme or something near akin. There is matter here for much interesting speculation on the trend of thought to-day about the future life and how far it is tending away from old beliefs. The first of these, from *The Touchstone* (New York), is an interesting reversal of Wordsworth's "trailing clouds of glory":

## HEAVEN

BY MARY CAROLYN DAVIES

Heaven is a pleasant town.  
Pleasant folk reside  
On its streets, and up and down  
Through the countryside.

All the folk are neighborly;  
When we first moved in  
Most immaculate to see  
Clean and washed from sin;

Greeting came from every side  
Kindly welcoming;  
This to folk who late have died  
Is a pleasant thing.

Heaven is a pleasant place,  
Fair its hills and trees,  
But in any neighbors' face  
Are no memories.

Revolt from the gross world that the recent past has thrust upon all sensitive souls is sounded in the following from the *London Nation*. Mrs. Hineckson's faith is not without its question:

## RESURRECTION

BY KATHARINE TYNAN

Come faster, death; and unimprison me  
From the spirit-starving thing I call my body;  
And if my tremulous soul's light wake again,  
Give it an airier, vaster habitation  
Than that gross battle-ground of lusts and fears.

Unrelated to time, but applicable to how many cases is this cry of one, sounding in *Harper's* (January), whose whole world of material circumstance is changed by the absence of one who went but came never back again.

## IF I FORGET THEE

BY SARAH N. CLEGHORN

In a long valley of the hemlock ranges  
Ere yet they open to the winding water,  
Beyond a street of elms and homesteads,  
I remember

The clover billows and the bending barley—  
The sugar-bush beyond the upland pasture—  
The snowy birches blown and waving  
In the west wind!

Hedged with old towering locusts stood the dwelling.  
Oh, sweet, through starry windows, in the June night,  
The honey scent of locust flowers  
Floated, falling!

Foursquare, unpainted, with its one vast chimney  
Cheering the whole, the house its low walls lifted.  
The garden-viewing long veranda  
Gave on the sunset;

And sunsetward, from out the shuttered windows,  
(The many-paned and morning-gloried windows)  
Eyes looked, ears listened for a footstep  
That turned not homeward.

A poignant poem in *The New Witness* (London) voices the havoc wrought upon nature and even the kingdom of the dead by the encroachments of our commercial civilization. The writer explains that "the Manchester Corporation has acquired Haweswater," and that "they will flood the dale, and the dead in Mardale churchyard must be taken away, to make place for the reservoir":

## THE DROWNING OF MARDALE

BY OWEN LATTIMORE

My sorrow is for Haweswater  
And the birches by the shore,  
And the wild things in the hidden ways  
That shall run free no more.  
For the dim slender birches  
That no wind more shall sway,  
That have been glad of April  
And beauty's kiss in May.  
Within the russet woodland  
There shall be no bird-song,  
And the overburden of the leaves  
Be quiet long and long.  
My grief is for the elder folk  
By the fells that once they trod  
That have not even resting  
In the guest-house of God.  
They are not free from trouble  
As their bones are from breath,  
Nor have they ceased from wandering  
At the house-doors of death.  
And these of earth's poor travelers  
That were kings in their own age  
Turn wearily before the flood  
On a new pilgrimage.

To get away from thoughts of death, Robert Nichols, the English poet, who visited us last year, comes with a poem on a vital problem of English life—whether you'd better or not speak to a fellow traveler in a railway-coach. Not many have, or used to have, the courage to do it. *The Athenæum* (London) is the medium:

## UNANIMISTE POEM: THE EXPRESS

BY ROBERT NICHOLS

On sways the tilting train:  
We feel the carriage bluffly sideways blown,  
We see the chill shower brighten on the pane,  
We hear the high wind through the lantern moan.  
We three borne ever through the wind and rain,  
We three who meet here not to meet again,  
We three poor faring fools who sit alone.

Now is the time if so be you would speak.  
Why, being friend, be proud or why be meek?  
Or to be meek or proud is to be weak.

He sits in shoddy clothes and he is shy,  
He is the sort that avoids every eye  
Lest his wild heart could never stanch its cry.

But as he sits he aches in every limb,  
He is so tired that his eyes are dim  
And touch at yours. Now speak to him.

On swings the pounding train:  
Hard hail raps by. You dare not speak again.  
She sits well bred, well drest, but does not shun  
The looks of others. An aged winter sun  
She is, and dozes and peeps briefly out in fun.

Why be so meek? She hears the loud wheels whir  
She wearies. She would sleep but for the stir . . .  
She feigns a look shot past. Now speak to her.

Loud shrills the buried train:  
Darkness. It clears. You dare not speak again.

But the giant Train begins a confident song:  
"Why be so meek, so proud, when both are wrong?  
He who would love, must learn, learn to be strong!"

Suddenly all three speak as from one brain.

We do not feel the carriage sideways blown,  
Nor see the chill shower brighten on the pane,  
Nor hear the high wind in the lantern moan,  
We three borne ever through the wind and rain,  
We three who meet here not to meet again,  
We three sweet fools who do not sit alone.

On storms the soaring train.

Lord Dunsany may not be said to have founded a school, but this fancy, which we cull from *The Westminster Gazette* (London), is akin to imaginings such as his. We are thinking of his little play called "The King's Threshold":

## OVERHEARD IN JERUSALEM

BY HAROLD LEWIS-COOK

I once met a kind man  
Who laughed with me,  
I'd have liked him, for a brother  
For his jollity.

He mentioned Beersheba  
And Galilee,  
And other places lying deep  
In the cool country.

A little boy told me,  
Stopping in his play,  
That it might have been Christ  
Who talked to me that day.

The impress of the Orient fixes itself on Western people who live there. An instance in point appears in a sequence of poems in the *Tokyo Japan Advertiser* by a writer whose name indicates that he is of the West. Anyway, one has the feeling that his thought is of the west even tho it is exprest against an oriental background:

## FOUR POEMS

BY E. E. SPEIGHT

### DESTINY

Where'er I go, in this far land,  
The people wish to understand  
Where I am going. If I knew  
They would not think my answer true;  
And if I said I did not know  
They would advise me not to go.

### THE TRAVELER

Truly I care not whither the journey lead  
So there be green old steps and mossy walls  
With ferns along their crests, and forest trees  
With young leaves dancing in the moving sun,  
And views of misty lowlands, purple hills  
And far off waterfalls. These things have been  
As heavenly symbols through the driving years,  
And I would die among them, unremembered  
Even as they.

### THE CITY OF MY PRIDE

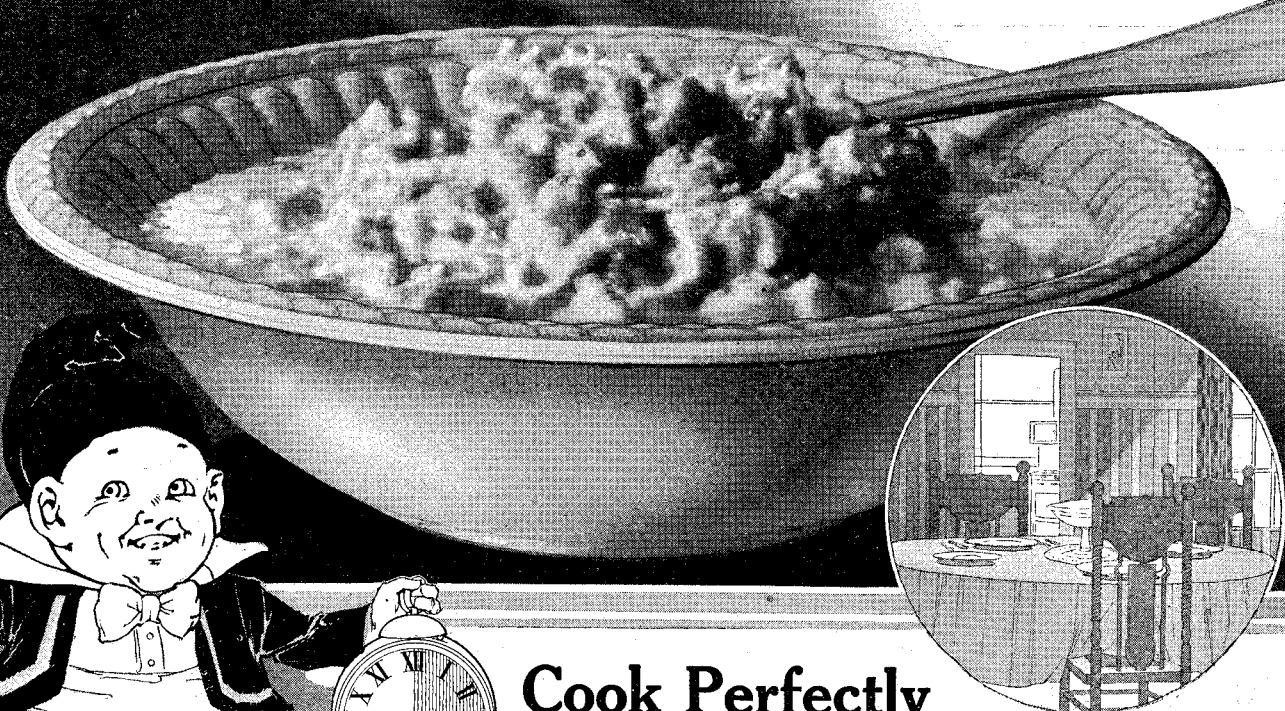
Stand the great towers still,  
And run the noble avenues of yore  
Seaward, sunward leading?  
And ye swift hawks that soar to clearer ken  
Above the morning haze,  
Hear ye on high the mingled roar  
Of sturdy-hearted sons of men  
Forthsurging in a swollen tide  
To market, school, and mill  
Throughout the city of my pride?  
And go the little rat-faced outlaws pleading  
At eventide, along the dim byways?

### WHITE THOUGHTS

They passed me, crying, crying,  
Great birds in banded flight;  
He watched their beauty dying  
Into the northern light.

Out of the northern vastness  
Into the void they went,  
The murmur of their passing  
A mystic sacrament.





**Cook Perfectly  
in 10 to 15 Minutes**

In homes where Armour's Oats are regularly served, the problem of preparing a quick, economical, nourishing breakfast does not exist. They cook while the coffee is "bubbling." Both ready at the same time.

## ARMOUR'S OATS

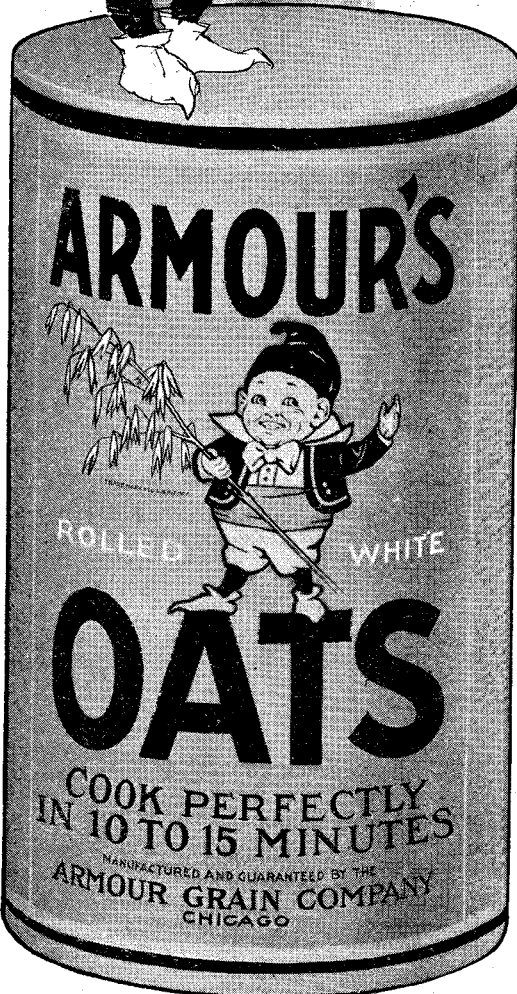
*Easy to Cook and Rich in Flavor*

Such large white flakes! Armour's Oats are rolled thin to absorb the boiling water so readily. That is why they cook through in from 10 to 15 minutes.

Worth-while recipes on every package offer suggestions for making appetizing oat muffins, oat cookies, and other fine oat dishes.

Order Armour's Oats from your grocer.

*Manufactured by*  
**Armour Grain Company, Chicago**  
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 Pancake Flour, Macaroni, Spaghetti and Noodles



**ARMOUR'S**  
 ROLLED WHITE  
**OATS**  
 COOK PERFECTLY  
 IN 10 TO 15 MINUTES  
 MANUFACTURED AND GUARANTEED BY THE  
 ARMOUR GRAIN COMPANY  
 CHICAGO

**You'll  
Like The  
Taste**



**ARMOUR'S**  
**PANCAKE**  
**FLOUR**  
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**ARMOUR'S**  
 TOASTED  
**CORN FLAKES**  
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# RECONSTRUCTION-PROBLEMS

"NATIONS IN REBIRTH"—a series of articles prepared for THE LITERARY DIGEST and especially designed for School Use

## RUSINIA

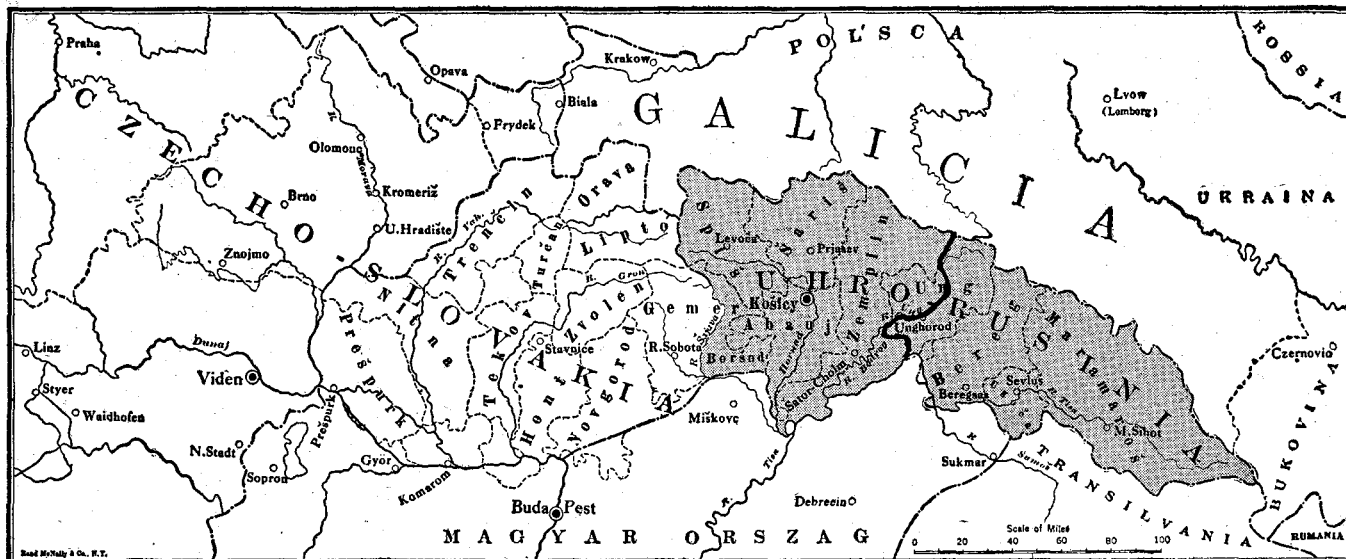
**WHO ARE THE UHRO-RUSINS?**—An impressive feature in the record of Rusinia, the autonomous state of the Uhro-Rusins in the republic of Czecho-Slovakia, is that it was brought into existence chiefly through efforts of its nationals in the United States and that the first president of its directorate is an American lawyer, Mr. Gregory Ignatius Zatkovich, of Pittsburg. President Zatkovich was born in 1885 in Rusinia and came to the United States with his parents at four years of age. He was educated primarily in the public schools of Brooklyn, and is a graduate of the University of Pennsylvania.

**WHAT "UHRO" AND WHAT "RUSIN" MEAN**—"Hora" (in Great Russian or Jugo-Slav "Gora") means mountain. Uhor (Ugor) mountaineer.

Rusin means the same as Russ, Russian, Ruthenian.

Uhro-Rusin (Ugro-Rusin) is Russ, Russian, Ruthenian—mountaineer.

In his own language the Rusin, and all the Slavs, give Hungary the name of Uhorsezina (U-gor-schee-na), which means a country surrounded by mountains. Some authors are calling the Uhro-Rusins by the name Hungarian Russians or Hungarian Ruthenians, using the name Hungary instead of Uhorsezina.



RUSINIA, AN AUTONOMOUS STATE IN THE CZECHO-SLOVAK REPUBLIC.

Unghorod, on the River Ung, is the capital of Rusinia, and its first President is Gregory I. Zatkovich, a lawyer of Pittsburg, Pa.

The Uhro-Rusins are the descendants of the Red Russians. A branch planted in the southern part of the Karpathians has grown up as a separate tree. As a Russian nationality, they belonged to the original Russia. But after the Magyars occupied Hungary and made the Karpathians the boundary of Hungary, the Uhro-Rusins became subjects of Hungary. That was in the twelfth century.

From that time until the present they have been under the rules of the Magyars, their rights and privileges varying through the centuries. In 1868-69, the Hungarian constitutions guaranteed them certain autonomous rights, which rights, however, were never granted.

The Uhro-Rusins inhabited fourteen counties of Hungary. But to-day only eight whole counties and part of two other counties are classified as Uhro-Rusins, which are the following: Spis, Saris, Abauj, Zemplin, Ung, Bereg, Maramaros, and Ugoca, and a portion of Gemer and Borsod.

Some parts of these counties are claimed by the Slovaks and some by the Magyars. This question was considered by the Peace Conference at Paris and the boundaries of the Uhro-Rusin state are established.

The Uhro-Rusin state is approved already by the Government of the United States and the governments of the Allies, represented at the Peace Conference, as a state of the Czecho-Slovak Republic, on the basis of a federation, similar to the United States and recognized by Germany when she signed the Treaty of Peace.

This was right while these Rusins were a part of the population of Hungary, but now that the Uhro-Rusins are an autonomous part of the Czecho-Slovak-Rusini Republic, if one refers to the Uhro-Rusins he means the Rusin mountaineers, the inhabitants of the southern slopes of the Karpathians.

The Uhro-Rusins speak a language very similar to—in fact, a dialect of—the Russian, and in their books they use the Cyrillic alphabet; the language is also very similar to the Ukrainian, Slovak, and Bohemian. They are almost entirely given to agricultural pursuits, are by religion Greek Catholics united with Rome, and, owing to the oppressive tactics of the Magyar leaders, they are in the main illiterate and, unfortunately, possess no literature of any note.

That they found their way out of the chaos of the world-war and are to-day liberated in an autonomous state of the Czecho-Slovak Republic is due to American Uhro-Rusins, whose American National Council started, continued, and is still conducting for the benefit of their fellow nationals in the old country a political policy which has received the praise of all the Allied Governments and the approval of the Peace Conference.

The Uhro-Rusins are the only people of the Czecho-Slovak Republic who have suffered directly by the war, for, as we know, the Russians twice took the Karpathian Mountains, and twice the Austro-German-Hungarian armies passed through the Uhro-Rusin villages. What was left by the war-machine, the German-Hungarian Kultur destroyed, on account of the evident sympathy

(Continued on page 106)





## Is this Your attic?

**T**HINK twice before you say that that furniture in the attic is worn out. It may only *look* worn out.

Remember that once it had a fine coat of surface protection. Many a good piece of furniture has been discarded when the protective finish became shabby but before the actual surface suffered real damage.

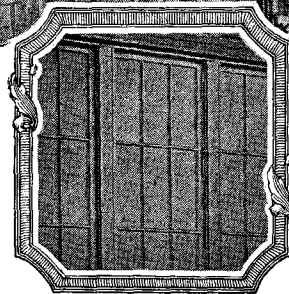
If the surface is really good it can be made to look as good as ever. Look your attic treasures over carefully. Save them for years and years of further service with coats of surface protection. This is a good example of how true the expression is—"save the surface and you save all." For trifling expense you can have

what is, to all intents and purposes, new furniture for old.

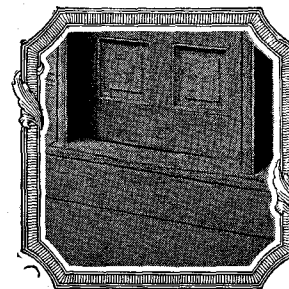
But best of all keep the surfaces of the furniture you now have in use in perfect condition and prevent its being discarded. Keep the woodwork intact. Keep the floors sound and perfect. Keep the house free from decay on the outside. Keep metal parts from rust.

All deterioration starts at the surface. Paint and varnish keep attacks from the surface. Unless the surface is broken through damage cannot take place. Save the surface and you save all.

Send for our booklet on the important subject of preserving property through surface protection. In both illustration and text it is worthy of your most careful study. Address: Save the Surface Campaign, Room 632, The Bourse, Philadelphia.



Let the weather be what it will, it has no terrors for steel sash that is kept well painted. This is too excellent a building material to install and leave unprotected. Surface protection will preserve it.



Everybody walks and some door-steps look as if everybody walked there. Paint your door-steps for protection as well as for looks. Keep a coat of surface protection spread on them to take the rough service. Save the surface.

### THIS ADVERTISEMENT

is issued by the Save the Surface Committee, representing the Paint, Varnish and Allied Interests, whose products, taken as a whole, serve the primary purposes of preserving, protecting and beautifying the innumerable products of the lumber, metal, cement and manufacturing industries, and their divisions.

**"SAVE THE SURFACE AND YOU SAVE ALL" - Paint & Varnish**

|               |                  |                   |                                |                |                |
|---------------|------------------|-------------------|--------------------------------|----------------|----------------|
| WOOD SURFACES | PLASTER SURFACES | CONCRETE SURFACES | MANUFACTURED PRODUCTS SURFACES | METAL SURFACES | BRICK SURFACES |
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# Essex Sets World's Long Distance Endurance Mark

## *3,037 Miles in 50 Hours Proved Its Reliability*

In its official test of 50 hours to prove endurance, Essex has established its claim as the dominant new type light car. Who ever before regarded a car of its type in the light of such proved performance and endurance? Only specially built racers and a few of the larger, costlier cars have been considered capable of such a test. Surely light weight cars have not been associated with such reliability as Essex has shown.

### *Proves Essex Economy*

This test gives to Essex proof of the greatest factor in motor car economy. Light cars are notable principally for their economy in saving of gasoline, oil and tires. These qualities Essex has revealed from the first. But real economy must also include freedom from repairs and mechanical attention—all costly items.

So what greater proof of Essex economy could be asked than its new world endurance mark.

### *5,869 Miles in 94 Hours 22 Minutes Driving Time*

These tests were not made to establish speed records. Two trials were made before the 50-hour run was completed. So, in all, the Essex went 5,869 miles in 94 hours 22 minutes driving time, averaging more than a mile a minute. Sleet stopped one after 27 hours 58 minutes and 1,790 miles. Snow halted a second, three days later, after 16 hours 25 minutes and 1,042 miles. The

third, begun the next day, went the full 50 hours. These tests were made under American Automobile Association observation on the Cincinnati Speedway.

Think what they mean. The average car is driven little more than 5,000 miles in a season. The average driving speed is probably 25 miles an hour. The Essex went more than a mile a minute for 5,869 miles.

You might expect that a car of its weight would require frequent mechanical attention. But there was no need for that in the Essex.

### *Doesn't It Settle the Light Car Question?*

Essex now adds to its light car qualities the advantage of endurance and reliability. It brings costly car distinction, beauty and fineness to the light weight, moderate price class. Essex cars appeal to pride, and that is why owners speak of them as they do.

Individual owners would never ask as much of a car as did this 50-hour test.

It showed how much more could be expected of an Essex than any one would demand of it.

Every Essex delivered has resulted in an increased demand. Sales passed \$35,000,000 in 11 months—a new record.

This latest proof will decide thousands who have only waited for just such evidence that Essex would stand up. All buyers cannot possibly be served. Now is the time to make your reservation.



# WORLD-WIDE · TRADE · FACTS

## THE ACHIEVEMENTS OF 1919

(The Boston News Bureau)

What the past twelvemonth has contributed, under varied and unexampled conditions, to our national productive record is suggested in the following figures (including a few estimates based on results close to December 31):

### TRANSPORTATION

|                      | 1919            | 1918            | 1917            |
|----------------------|-----------------|-----------------|-----------------|
| R. R. gross earn.... | \$5,195,000,000 | \$4,900,759,309 | \$4,036,866,565 |
| R. R. net earn....   | 782,000,000     | 905,794,715     | 1,190,566,335   |
| Autos prod.....      | 1,600,000       | 1,153,638       | 1,368,949       |
| Autos reg. U. S....  | 7,602,000       | 6,225,192       | 5,072,629       |
| *Shipbuilding U. S.. | 4,050,000       | 2,721,281       | 1,034,000       |

\*Gross tons.

### CLEARINGS, TRADING, AND FINANCING

|                        |                 |                 |                 |
|------------------------|-----------------|-----------------|-----------------|
| *U. S. bk. clearings.. | \$416,439,000   | \$332,350,688   | \$306,940,364   |
| *N. Y. bk. clearings.. | 235,802,634     | 178,533,248     | 177,404,965     |
| *Boston bk. clrgs....  | 17,902,682      | 15,637,209      | 12,663,248      |
| 20 yrs. av. high.....  | 91.13           | 92.91           | 105.76          |
| 20 yrs. av. low.....   | 75.33           | 73.38           | 70.75           |
| 20 yrs. Dec. 31.....   | 73.30           | 84.32           | 79.73           |
| 20 indus. high.....    | 119.62          | 84.39           | 99.18           |
| 20 indus. low.....     | 79.15           | 77.21           | 65.95           |
| 20 ind. Dec. 31.....   | 107.23          | 82.20           | 74.38           |
| 20 coppers high.....   | 52.49           | 46.64           | 60.03           |
| 20 coppers low.....    | 36.74           | 38.44           | 37.84           |
| 20 cop. Dec. 31.....   | 41.71           | 38.96           | 43.63           |
| 40 bonds av. high....  | 86.53           | 88.51           | 96.25           |
| 40 bonds av. low....   | 78.39           | 81.94           | 82.19           |
| N. Y. stk. sales shs.. | 319,337,000     | 144,118,469     | 185,628,948     |
| Million sh. days.....  | 159             | 19              | 38              |
| *N. Y. bds. sold.....  | \$3,712,983,000 | \$2,062,827,000 | \$1,056,543,250 |
| Lib. bd. sales.....    | 2,658,400,000   | 1,407,952,500   | †285,894,000    |
| Lib. bd. av. high....  | 97.90           | 99.25           | 99.26           |
| Lib. bd. av. low....   | 94.29           | 93.09           | 97.23           |
| Boston stocks.....     | 9,035,335       | 3,849,979       | 5,090,982       |
| Boston bonds.....      | 29,612,100      | 18,322,700      | 17,543,250      |
| *N. Y. listings.....   | 1,340,000,000   | 539,659,347     | 3,108,138,895   |
| Incorp East.....       | 12,450,000,000  | 2,399,749,600   | 4,617,893,100   |
| Munic. bd. sales.....  | 851,000,000     | 287,564,382     | 451,278,762     |
| New securities.....    | 3,040,000,000   | 1,344,810,100   | 1,529,970,200   |
| Failures, no.....      | 6,390           | 9,982           | 13,855          |
| Failures, liab.....    | \$113,000,000   | \$163,019,979   | \$182,441,371   |

\*000 omitted. †Exclusive Liberty bonds.

### MONEY AND BANKING

|                        |                  |                  |                  |
|------------------------|------------------|------------------|------------------|
| Money in circ.....     | \$6,020,000,000  | \$5,951,368,126  | \$4,965,878,604  |
| Per cap. circ.....     | 56.05            | 55.76            | 48.76            |
| No. nat. blks.....     | 7,838            | 7,758            | 7,657            |
| Nat. bk. depts.....    | \$12,720,000,000 | \$10,852,000,000 | \$10,734,677,000 |
| Nat. bk. loans.....    | 11,280,000,000   | 9,918,294,000    | 9,390,836,000    |
| N. Y. call money.....  | 7@8½%            | 6@6½%            | 4½@6%            |
| Time money.....        | *15%             | 5½@5¾%           | 5½@6%            |
| Fed. Res. notes.....   | \$3,057,432,000  | \$2,685,244,000  | \$1,246,488,000  |
| F. R. gold res.....    | 2,078,536,000    | 2,090,274,000    | 1,671,133,000    |
| F. R. redis.....       | 2,194,878,000    | 1,702,938,000    | 680,706,000      |
| F. R. bills bot.....   | 585,212,000      | 303,673,000      | 275,366,000      |
| Fed. Res. ratio.....   | 44.8             | 50.6             | 61.8             |
| *Nat'l income.....     | \$73,600,000     | \$74,300,000     | \$68,800,000     |
| *Nat'l debt.....       | 26,020,000       | 21,075,931       | 7,357,377        |
| Credits to Allies..... | 9,647,834,649    | 8,585,523,702    | 4,236,400,000    |
| Demand sterling.....   | 3.75½            | 4.7580           | 4.75½            |
| Franc.....             | 9.17c            | 18.33c           | 17.43c           |
| Lira.....              | 7.52             | 15.72            | 11.88            |

Par of sterling \$4.8665; franc and lira 19.3c.

\*Renewal; high 25%. †000 omitted.

### COMMERCE AND IMMIGRATION

|                     |                 |                 |                 |
|---------------------|-----------------|-----------------|-----------------|
| Mdse exp. U. S..... | \$7,890,000,000 | \$6,149,087,545 | \$6,233,512,597 |
| Mdse imp. U. S..... | 3,980,000,000   | 3,031,212,710   | 2,952,467,955   |
| Exc. mdse. exp..... | 3,910,000,000   | 3,117,874,835   | 3,281,044,642   |
| Gold exports.....   | 380,000,000     | 41,069,818      | 371,883,884     |
| Gold imports.....   | 70,000,000      | 62,042,748      | 552,454,374     |
| Exc. gold imp.....  | *310,000,000    | 20,972,960      | 180,570,490     |

|                       |             |             |             |
|-----------------------|-------------|-------------|-------------|
| U. S. immigration.... | 249,000     | 110,618     | 152,960     |
| Emigration.....       | 258,000     | 109,253     | 64,823      |
| Population.....       | 107,600,000 | 106,050,000 | 104,444,000 |

\*Excess exports.

### MINERALS

|                       |               |                 |               |
|-----------------------|---------------|-----------------|---------------|
| Gold prod. U. S.....  | \$59,500,000  | \$68,646,700    | \$83,750,700  |
| Gold stock U. S.....  | 2,790,000,000 | \$3,165,226,222 | 3,042,520,580 |
| World gold.....       | 355,000,000   | 380,924,700     | 419,422,100   |
| Transv. oz.....       | 8,380,000     | 8,240,659       | 9,022,263     |
| Silver U. S., oz..... | 170,000,000   | 197,394,900     | 174,187,800   |
| Price silver.....     | 131c          | 101½c           | 86½c          |
| *U. S. cop. prod..... | 2,460,000,000 | 2,432,000,000   | 2,428,000,000 |
| Price copper.....     | 18¼@19c       | 23½c            | 22½@23c       |
| Spelter, St. L.....   | 8.90          | 8.21            | 7.95          |

\*Refinery output.

### IRON AND STEEL

|                       |               |               |               |
|-----------------------|---------------|---------------|---------------|
| Iron prod., tons....  | 30,400,000    | 39,051,991    | 38,621,216    |
| Lake ore, tons.....   | 47,177,395    | 61,156,963    | 62,498,901    |
| Pig iron, price.....  | \$37.40       | \$36.60       | \$37.25       |
| Steel ingots, tons..  | 30,100,000    | 44,462,432    | 45,060,607    |
| Steel rails, tons.... | 1,970,000     | 2,540,892     | 2,944,161     |
| Steel bil., price.... | \$48.00       | \$43.50       | \$47.50       |
| *U. S. Steel net..... | \$132,000,000 | \$199,350,680 | \$295,292,180 |
| U. S. Steel gross.... | 1,310,000,000 | 1,944,312,163 | 1,683,962,552 |
| Steel until tons....  | 7,530,000     | 7,379,152     | 9,381,718     |

\*Before taxes.

### STAPLE COMMODITIES

|                       |             |             |             |
|-----------------------|-------------|-------------|-------------|
| Anthr. ship. tons.... | 65,500,000  | 76,649,918  | 77,133,305  |
| Bitum., tons.....     | 451,773,000 | 579,386,000 | 551,790,563 |
| Wool prod., lbs.....  | 308,459,000 | 298,870,000 | 281,892,000 |
| Petroleum, bbls....   | 376,500,000 | 355,927,716 | 335,360,000 |

## THE ACHIEVEMENTS OF 1919—CONTINUED

|                     |               |               |               |
|---------------------|---------------|---------------|---------------|
| Gasoline, gals..... | 3,950,000,000 | 3,570,312,963 | 2,850,546,423 |
| Pa. crude, bbl..... | \$5.00        | \$4.00        | \$3.75        |
| World sugar, tons.. | 16,320,654    | 17,131,609    | 16,836,698    |
| Cuban sugar, tons.. | 3,971,776     | 3,446,083     | 3,023,720     |
| Am. sug. cons.....  | 3,980,000     | 3,495,606     | 3,683,599     |
| Sugar, lb.....      | *9.00c        | 9.00c         | 7.35c         |

\*Government basis.

### AGRICULTURAL

|                      |                  |                  |                  |
|----------------------|------------------|------------------|------------------|
| U. S. wheat, bu..... | 940,987,000      | 921,438,000      | 636,655,000      |
| Canada wheat.....    | 196,361,000      | 189,075,000      | 233,742,800      |
| World wheat.....     | 3,392,000,000    | 3,527,000,000    | 3,431,255,000    |
| U. S. corn, bu.....  | 2,917,450,000    | 2,502,665,000    | 3,065,233,000    |
| Oats, bu.....        | 1,248,310,000    | 1,538,124,000    | 1,592,740,000    |
| Beef, lbs.....       | 7,500,000,000    | 8,465,000,000    | 7,384,007,000    |
| Pork, lbs.....       | 12,868,000,000   | 11,248,000,000   | 8,450,148,000    |
| Farm prods.....      | \$23,873,000,000 | \$21,386,000,000 | \$19,331,000,000 |
| Cotton, bales.....   | 11,030,000       | 12,040,532       | 11,302,375       |
| Spot cotton.....     | 39.25c           | 32.60c           | 31.85c           |

### MISCELLANEOUS

|                       |               |               |               |
|-----------------------|---------------|---------------|---------------|
| Bradstreet index....  | 19.8700       | 18.5348       | 17.9436       |
| Wholesale prices†...  | 222           | 207           | 183           |
| Fire loss U. S.-Can.. | \$246,000,000 | \$317,014,385 | \$267,560,640 |
| Bldg. 279 cits.....   | 1,272,000,000 | 490,333,532   | 815,828,218   |
| Strikes U. S.....     | 3,270         | 3,181         | 4,223         |
| †Dept. Labor          |               |               |               |

## OIL PRODUCTION IN THE UNITED STATES

(The Wall Street Journal)

The following table compares estimated production, domestic consumption, exports and imports of crude and refined oils (based on figures of Geological Survey for nine months) with those for 1918; also stocks as of September 30, 1919, with stocks as of December 31, 1918 (in barrels of forty-two gallons each):

|                       | Production    |              | Consumption        |             |
|-----------------------|---------------|--------------|--------------------|-------------|
|                       | Estimated     |              | Domestic Estimated |             |
|                       | 1919          | 1918         | 1919               | 1918        |
| Crude oil.....        | 375,716,400   | 355,000,000  | 417,516,108        | 396,000,000 |
| Fuel oil.....         | 209,483,667   | 174,300,000  | 175,480,567        | 174,168,841 |
| Gasoline.....         | 92,700,735    | 85,000,000   | 81,435,515         | 88,392,479  |
| Kerosene.....         | 53,022,902    | 43,400,000   | 32,337,783         | 44,855,266  |
| Lubricating oil....   | 19,685,667    | 20,000,000   | 12,369,414         | 19,748,331  |
| —Stocks—              |               |              |                    |             |
|                       | Sept. 30, '19 | Dec. 31, '18 | Exports            |             |
|                       |               |              | Estimated          | 1918        |
| Crude oil.....        | 137,131,000   | 128,311,000  | 4,424,712          | 4,900,691   |
| Fuel oil.....         | 20,527,033    | 13,890,661   | 27,554,432         | 28,075,905  |
| Gasoline.....         | 8,836,319     | 6,423,160    | 8,922,413          | 10,239,508  |
| Kerosene.....         | 7,424,834     | 10,395,926   | 23,809,523         | 8,751,307   |
| Lubricating oil....   | 3,784,930     | 3,510,132    | 6,677,729          | 4,652,481   |
| Total exports.....    |               |              | 71,388,809         | 56,619,892  |
| —Imports (Crude Oil)— |               |              |                    |             |
|                       |               |              | Estimated          | 1918        |
|                       |               |              | 1919               |             |
| From Mexico.....      |               |              | 52,034,604         | 37,703,084  |
| From other countries. |               |              | 83,904             | 32,556      |
| Total imports.....    |               |              | 52,118,508         | 37,735,640  |

The advance in price of crude oil more than anything else shows the expansion and strength of the oil industry. During 1919 Pennsylvania crude advanced from \$4 to \$5 a barrel, and midcontinent crude from \$2.25 to \$2.75 a barrel with corresponding advances in other grades throughout the country.

## COMMERCIAL FAILURES

With fewer commercial failures than in any year back to 1881, when the total number of firms in business was less than half of what it is at present, the 1919 insolvency statement contributes largely to an annual statistical exhibit that has had no precedent. Preliminary returns to R. G. Dun & Co. disclose only 6,445 defaults for the year just ended, exclusive of banking suspensions and personal bankruptcies, and \$112,790,037 of liabilities, as against 9,982 reverses for \$163,019,979 in 1918, when the showing was considered remarkably favorable. Without exception, failures in each quarter of 1919, both in number and indebtedness, fell materially below those of 1918, altho in the last quarter of the past year a tendency toward increase was witnessed.

### FAILURES BY QUARTERS FOR TWO YEARS

|                  | 1919  |               | 1918  |               |
|------------------|-------|---------------|-------|---------------|
|                  | No.   | Liabilities   | No.   | Liabilities   |
| 1st quarter..... | 1,904 | \$35,821,052  | 3,300 | \$49,780,300  |
| 2d quarter.....  | 1,559 | 32,889,834    | 2,589 | 38,013,262    |
| 3d quarter.....  | 1,393 | 20,230,722    | 2,180 | 35,181,462    |
| 4th quarter..... | 1,589 | 23,848,429    | 1,913 | 40,044,955    |
| Year.....        | 6,445 | \$112,790,037 | 9,982 | \$163,019,979 |





#### HAS HE FORGOTTEN?

The world, at least, still remembers some of the deeds done by command of this man, whose person is now demanded by the Allies so that he may stand at the bar of judgment, in the case of William Hohenzollern versus Civilization.



# PERSONAL - GLIMPSES

## AMERICAN JURISTS SENTENCE THE KAISER

**W**HAT PENALTY SHALL BE PAID by William Hohenzollern, ex-War Lord of Germany? What is the proper measure of this one man's responsibility for the innumerable ruined homes, the thirteen million slaughtered human beings, the forty million mutilated and tortured in the world's greatest and cruelest war? With the problem of Holland's final action on the Allied demand for the Kaiser's person uppermost in the public prints, these questions are of first importance, just now, in France and England, and possibly in America as well. Even tho we have been accused of being but lukewarm in the matter, largely because of our distance from the Great War's horrors, our own country's attitude must affect the trial's result, perhaps even determine whether or not there shall be any trial. Not only, by the terms of the Peace Treaty, must one of the five judges of the trial tribunal be supplied by America, but Holland is reported to be awaiting some sign of American feeling before definitely deciding what to do with the fugitive from international justice whom she is now harboring. The whole position of the Allies is weakened by the very doubtful attitude of America in the matter of Wilhelm's responsibility.

THE LITERARY DIGEST is, fortunately, able to present herewith the attitude of an admittedly authoritative section of American public opinion. Some time ago THE DIGEST prepared and forwarded to the Justices of the State Supreme Courts, to District, County, and Circuit Judges, and to the heads of the legal departments of our universities a brief questionnaire. Justices of the United States Supreme Court were omitted because of the likelihood that one of their number might be chosen to represent America on the trial tribunal. If William Hohenzollern is found guilty, THE DIGEST asked, both of conspicuous responsibility for the war and of authorizing military violations of international law, what penalty should be imposed upon him? Three hundred and twenty-eight replies have been received, covering every section of the country and representing a diversity of opinion in which the verdict of exile and of capital punishment predominate. Most of these jurists accept it as a moral, if not a legal, certainty that the guilt of the Kaiser is already circumstantially established in the opinion of civilized mankind. Especially noticeable, in view of the circumstance that these replies come from men highly trained in legal procedure and not from laymen, is the fact that only a negligible number—18 of the 328, to be exact—hold with Secretary Lansing that there is no adequate body of laws under which a man may be tried for acts such as those attributed to the German Emperor. The verdict of these representative American jurists would seem to be that justice will not have been satisfied until William II. stands in judgment before a tribunal composed, if not of his peers—who might be hard to find—at least of men capable of interpreting and carrying out the enlightened opinion of mankind in the matter of William II. *vs.* Civilization.

It is noteworthy that the DIGEST's questionnaire was sent out and the replies were written at a time when interest in the Kaiser, and in the matter of his trial as provided by the Peace Treaty, was submerged by many graver questions, among which was the question as to whether the Treaty would receive Amer-

ica's signature. For more than a year the self-exiled Emperor had profited by the law's delay, not only to withdraw himself from the public eye, but to present himself as a changed character to so much of the world as insisted on keeping him in view. It had been argued, by himself, by his former subordinates in making war and intrigue, and by numerous German journalists, that, on the one hand, his responsibility for German misdeeds was slight, and that, on the other hand, he is now a much-improved man. Recent photographs, some of which are reproduced herewith, bear testimony to a striking outward change.

The former warlike mustache is tamed and trimmed. He has grown a beard. The militarily short-cropped hair has been allowed to grow to a length befitting a peaceful country gentleman. The gorgeous uniforms have been replaced by the decidedly pacific garments of civil life. Not long since, while rumors of an intrigue to restore him to his throne somewhat disturbed several national capitals, he assumed formal possession of "The House of Doorn," at Doorn, Holland, purchased some time before.

A Berlin report stated that he at once raised the salary of the gardener forty cents per week. The Kaiser, the dispatch concluded, "will not actually take up his residence there until early in 1920."

Berlin, it appears from this report, may be reckoning once more without London and Paris, not to mention Washington. Speaking in the British House of Commons, in answer to a question from the floor, Mr. Andrew Bonar Law had declared, less than a month previously, that all arrangements were then completed for the extradition and trial of the Kaiser as soon as the Peace Treaty had been signed. The trial, he stated on the authority of the British Government, would certainly take place. At about the same time, this significant statement appeared in Premier Clemenceau's newspaper, *L'Homme Libre*, of Paris: "Until the former German Kaiser has been brought to judgment, the war can not be considered finished for France." The Treaty to which both of these Powers have put their signatures contains the following plain provisions:

### PART IV

#### PENALTIES

##### ARTICLE 227

The Allied and Associated Powers publicly arraign William II. of Hohenzollern, formerly German Emperor, for a supreme offense against international morality and the sanctity of treaties.

A special tribunal will be constituted to try the accused, thereby assuring him the guaranties essential to the right of defense. It will be composed of five judges, one appointed by each of the following Powers: namely, the United States of America, Great Britain, France, Italy, and Japan.

In its decision the tribunal will be guided by the highest motives of international policy, with a view to vindicating the solemn obligations of international undertakings and the validity of international morality. It will be its duty to fix the punishment which it considers should be imposed.

The Allied and Associated Powers will address a request to the Government of the Netherlands for the surrender to them of the ex-Emperor in order that he may be put on trial.





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**THE EX-KAISER IN AN UNGUARDED MOMENT.**

From a photograph secured, together with the companion picture on this page, by an enterprising Dutchman, who hid himself in a load of hay and snapt the Amerongen recluse over the garden-wall



Copyrighted by the New York Times Wide-World Photos.

**A SADDER AND WISER KAISER.**

The man now undergoing virtual exile in Holland is, physically and sartorially at least, much different from the erstwhile war-lord of the German Empire, who plotted to be master of Europe.

**CAN THE KAISER LEGALLY BE TRIED?**

Of the eighteen jurists who express the opinion that there exists no body of laws under which the Kaiser may be brought to trial, Prof. Ernst Freund, of the Law Department of the University of Chicago, is among those most bitterly opposed to the idea. The Kaiser should be "drawn, hanged, and quartered," he writes, somewhat altering the customary order of procedure in such executions. "The head to be exhibited in principal cities of Allied and associated nations." The ironical application of all this to the legality of the Kaiser's trial comes out in Professor Freund's concluding remark: "Since the proceedings will violate every other principle of American constitutions, why not also that forbidding cruel and unusual punishment?"

The dean of the law school of one of our largest universities, who asks that his reply be considered confidential, writes in general corroboration of Professor Freund's view: "I feel that among the finest fruits of civilization, on its juristic side, are the concepts that a man shall not be tried for acts that when done were not recognized as crimes; of which no tribunal has cognizance; for which no penalty was prescribed; I, therefore, think that the ex-Kaiser should not be tried for 'responsibility for the war and authorizing military violations of international law.'" "It is impossible so to constitute a tribunal for the trial of this man as to win the confidence of the world," in the opinion of Prof. Henry M. Bates, Dean and Professor of Constitutional Law of the University of Michigan. "Where is the authority for trying him outside of his own government?" asks Willard W. Miles, Associate Justice of the Supreme Court of Vermont. "His country can be punished and they can punish him, but can any other Power do it? By force, yes; but how by law?" "I know of no provision of international law which declares it is a crime for the head of a government to bring an unjust war and provides punishment for such conduct," declares J. Hugo Grimm, Judge of the Eighth Judicial Circuit of Missouri. In the opinions given by the other jurists who do not believe the trial legally possible, the objections given in the replies quoted above are repeated without important variations.

There was no reference in the *DIGEST* questionnaire to the legality or illegality of the proposed trial, but the question seems to have been in the legal atmosphere of the country, for several jurists, in filling out their replies, have volunteered justifications

founded on legal procedure and precedent. "There is no divinity that doth hedge a king. Those who have such awful responsibility in government as the ex-Kaiser had must learn that they are answerable for deliberate misuse of such power, and the punishment, to be a punishment at all, must fit the crime," argues Judge A. G. Burr, of the District Court of North Dakota. "Where the crime has been committed, an extraordinary tribunal can be created if needed." Against those who hold that the Kaiser's acts were not considered crimes when committed, and, therefore, can only be reached by a *posteriori* laws, he argues that "murder, and the other crimes involved, are crimes everywhere. Kings, emperors, and presidents are not a separate class; they are common men. It (the trial of the Kaiser) would not be a travesty on justice, it would be a solemn, supreme assertion of law, bespeaking the solidarity of the human race, the unity of the conception of justice, and the deliberate declaration that anarchists in high places are the common enemy of mankind."

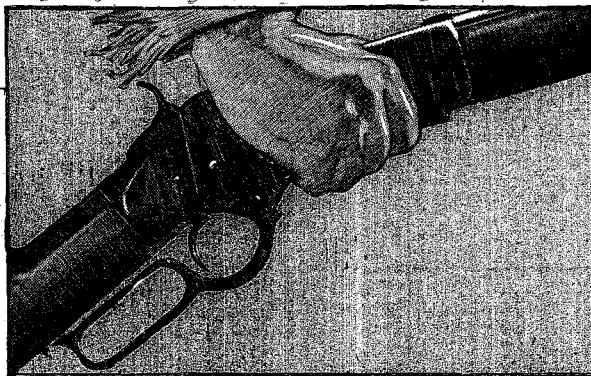
Other jurists bear similar uninvited but most pertinent testimony. "We should lend our influence to make sure the Kaiser is tried," declares Judge A. H. Reid, of the Sixteenth Wisconsin Circuit. "Kings who invoke war for gain, then violate every restriction on barbarity and every humane rule of international law, must not be permitted to escape punishment." Judge Joseph Combs, of the Clinton Circuit Court of Indiana, considers the matter to this effect: "It has been said by some that the Kaiser can not be brought to trial, and punished if found guilty, because there is no precedent for trying and condemning to punishment the head of a government. There are two answers to this proposition: First, there are two very notable precedents, that of Charles I. of England, and Louis XVI. of France. But if it is said that these precedents are not in point, the answer is none the less easy. No court ever refuses to decide a matter right in principle because he can not find any precedent for his decision. Every judge, when satisfied that he should decide a controversy a certain way, and that plain justice requires him so to rule, does so whether there is precedent for it or not. This is the way in which new precedents are made, and judges are very frequently making them when new questions arise." Judge Combs concludes with this striking declaration:

"If this rule as to precedent were to hold good, there never could have been any one tried or punished for any crime, because there always had to be a first offense. The first man tried



# WINCHESTER

1866 1920



## NEW PRODUCTS AND A NEW POLICY

by J. E. OTTERSON

PRESIDENT WINCHESTER REPEATING ARMS CO.

WHEN we decided to branch out into the manufacture of other lines of products, we were not satisfied that we ought to put the name Winchester on Cutlery—Tools—Skates—Fishing Tackle—Flashlights.

Here was a name which had come unblemished through fifty-three years of the cleanest kind of business dealings.

Some held that it would lower the prestige of this name—that we would destroy its significance—if we applied it to more than one line of products. This was given no small consideration.

We wondered if it would not perhaps be better to put these new products out under a new name, such as "Eagle," or "Victory," or something similar.

We have finally decided to call them Winchester. And to make this name mean everything it now means on Guns and Ammunition.

We will not put this name on any product until we are sure that the *quality* is such as to entitle it to be stamped with the name.

And so when an article is handed you with Winchester upon it, it will carry our assurance that it is up to Winchester standards.

When we decided to establish a series of local retail agencies, it was a very great question whether we should let dealers throughout the country put

the name of Winchester on their stores. We determined not to give this privilege indiscriminately.

We have picked out a responsible dealer in each town and offered it to him. And we do not want him to take it unless he appreciates it, and takes the responsibility that goes with it.

If he feels that he can make the Winchester Store stand in his community for fair, honorable, clean-cut business dealings, then we want him to come into this proposition.

On us rests the heavier responsibility of maintaining the prestige, significance, and high standing of the Winchester name in the actual *manufacture* of these new products.

It is with greatest confidence in Winchester artisanship, in Winchester methods and Winchester manufacturing *purpose*, that we have taken this momentous step.

In committing the Winchester organization to the making of these new products to bear the Winchester name, and in extending the use of that name to retail stores, I personally have assumed a great responsibility to the American people.

I feel this obligation keenly.

My confidence in receiving your approval is secure—knowing all that Winchester has done and can do.

WINCHESTER REPEATING ARMS CO. ... NEW HAVEN, CONN., U. S. A.



for murder would have had to be acquitted because there was no precedent for his punishment.

"When such a condition as this arises, and such a situation confronts the whole civilized world, it is time to make a precedent for all time in the future. It is necessary to make an example of these men, if guilty, for the future good and peace of the world. It is now up to the Allied-nations to serve notice on all kings and emperors who may rule in the ages to come that it is their bounden duty to preserve the peace instead of to make war, and if they do incite their people to war and violate the sanctity of treaties with any nation, great or small, they are liable to be brought to trial and punishment for the crime, like any other criminal."

"The world, at this time, will not be patient with technicalities," declares Judge B. F. Long, of the Superior Court of North



ON THE TRACK.

—The Evening News (London).

Carolina, in support of this opinion, and Judge Charles A. Manning, of Colorado, insists: "He and his associates are guilty of the greatest crime of the age, and should not be permitted to escape just punishment through any fine, hair-splitting technicalities." Prof. Earl C. Arnold, of the College of Law, University of Cincinnati, comments:

"We inflict capital punishment on many each year because of an injury to an individual, in whom the State is interested. Why less for the arch-criminal of all ages, who has committed a crime against all civilized nations, whose acts have resulted in ten million men making the supreme sacrifice? Let those who have brought on the war be made personally accountable as an example for future rulers."

#### JURISTS WHO DOUBT THE TRIAL'S EXPEDIENCY

Aside from the legal authorities who hold that the Kaiser can not be tried under existing laws, nine of the 328 jurists who replied to the *Digest's* questionnaire express the opinion that it would be better to leave the culprit alone, on grounds of expediency, however guilty he might be. Thus Robert McNair Davis, Professor of Law at the University of Arizona, argues:

"I have doubted the wisdom of any trial or punishment whatsoever in which the German people themselves do not have a hand. Whatever the guilt of the ex-Kaiser may be, his offense is against the German people as much as against either belligerent or neutral. . . . The punishment of the ex-Kaiser by those who dictated the peace of Versailles is likely to make of him a martyr in the eyes of the German people, and bring back the heart of Germany to one whom it was prepared to repudiate. . . . The proposed proceedings are, therefore, likely to prove a boomerang. Would it not be the part of wisdom to leave this craven exile to his own conscience and to deserved oblivion rather than to dramatize the close of his career in a melodrama that can never be blotted out from the pages of history?"

Similarly, Duane J. Carnes, Judge of the Appellate Court, Second District of Illinois, who admits "a prejudice against the defendant disqualifying me to act as judge or jury," is of the opinion that there is great danger lest "in the heat and passion of the moment he will be so dealt with that future generations may regard him as a martyr instead of a malefactor." "The Kaiser's

punishment is his present condition and its continuance," writes a judge of the Superior Court of Rhode Island who marks his reply as "confidential." "The causes of the war were many. The German military attitude and method were not the product of one mind. Kill the Kaiser or jail him, and multiply the probability of efforts for revenge. As for exile, I do not see any probability of replacing him on the throne." Judge Alfred C. Lockwood, of the Superior Court of Arizona, expresses this general attitude rather more in detail as follows:

"So far as responsibility for the war is concerned, in view of all the facts, I think it would be a mistake to punish one man for what was in the long run the fault of the whole German nation, altho the Kaiser might have precipitated the war at the particular moment when it came. When it comes to violations of international law, if he individually was directly responsible for orders which caused such things as the *Lusitania* or Louvain massacres, he should be tried, and treated as any other murderer, were it not for one thing. Any real punishment would, undoubtedly, make him a hero and a martyr to the German people, and possibly some day reinstate the Hohenzollerns just as Napoleon the Little followed Napoleon the Great.

"As it is, he is being forgotten by the world, and if nothing is done to stir feeling up, he will also be forgotten by the German people, which is, in my opinion, the best thing for the future peace of the world.

"I am in favor of leaving him alone."

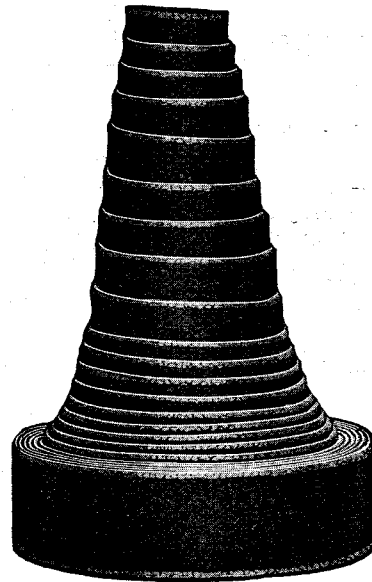
Three of the jurists to whom the questionnaire was sent took the ground that to consider penalties now might prejudice the case if it should come to trial. Judge George A. Vincent, of the Intermediate Court of Marion County, W. Va., speaks thus for this contingent: "Having been judge for seven years, I have never passed sentence upon any person without first having heard both the state and the defendant's testimony. Therefore, I respectfully withhold my sentence in this important case, until I have fully heard both sides."

#### JURISTS WHO FAVOR CAPITAL PUNISHMENT

"No punishment, however barbarous, could be adequate if, as we believe, he authorized the barbarities committed upon the Belgians and the French," declares Judge John Howard Gates, of the Supreme Court of South Dakota, in voting that the Kaiser to be sent to death by hanging or shooting. This reservation, that guilt must be clearly proved, is mentioned by many of the judges and professors of law in giving their verdicts, and was specifically provided for in the *Digest's* questionnaire. Granted that the Kaiser is guilty as charged, the poll called for an expression of opinion as to the penalty properly deserved by such a criminal and such a crime. Of the total number of judges and university jurists included in this poll, 106, a number exceeded only by those favoring exile, express the opinion that the Kaiser, if convicted, should suffer the supreme penalty, with hanging as the preferred method of execution. As against 40 votes for hanging, 23 are registered for shooting, 15 for electrocution, 6 for beheading, and 14 for other forms. In this last classification are included several suggestions that mustard-gas and submarining be employed. "The ax and the guillotine were dignified by the fate of Charles I. and Louis XVI.," writes Circuit Judge Thomas J. Seehorn, of Kansas City, Mo. "If responsible for the world-war, William Hohenzollern should 'stretch hemp.'" "If imprisoned or exiled," in the opinion of Circuit Judge Almon Ing, of Poplar Bluffs, Mo., who votes for "shooting," "there would be no end of intrigue and propaganda for his release." Judge Charles R. Bricken, of the Court of Appeals of Alabama, votes for electrocution, with the comment: "This arch fiend to humanity should be put to death, and the punishment should fit the crime as far as possible." He should be beheaded, in the opinion of Judge George Cookman Sturgiss, of the Circuit Court of the Seventeenth West Virginia Judicial Circuit. Also, Judge Sturgiss advises: "Accept the plea of Hindenburg and von Hollweg for responsibility for the Kaiser's acts as a plea of guilty, and imprison them for life. "Capital punishment for the heads of departments and officers who were aware of the disregard of the rules of civilized warfare," agrees Judge William C. Mentzer, of the First Judicial District of Wyoming.

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"If the German Kaiser is to escape the death penalty," declares Circuit Judge Allen N. Cisco, of the Thirty-second District of Kentucky, "then we should abolish and hold for naught all laws prescribing punishment for murderers." It is Judge Cisco's verdict that the Kaiser be publicly hanged, Belgium to be the executioner. Judge V. H. Johnson, of the County Court of Cheyenne Wells, Col., who votes first for imprisonment in the Tower of London, adds in a postscript: "Upon reconsideration, he should be hanged if guilty." "Behead him," advises Judge Charles C. Wooldridge, of Crowley County, Col. "I regard this international tyrant, traitor, and murderer as bad or worse than either Charles I. or Louis XVI." He should die by mustard-gas, in the opinion of Prof. Edwin V. Mitchell, of the Law Department of the University of South Dakota, who explains that "a man of the ex-Kaiser's type is incapable of the exquisite mental torture that would be the only alternative." "If he has been guilty of infractions of international law and the rules of war," declares Earl F. Reed, Instructor in Law at the Pittsburg Carnegie Institute of Technology, "he should be punished in the same way any other violator would be punished. That would be by military punishment. If proved guilty of a capital crime against military law, he should face a firing squad." Prof. H. W. Arant, of the Emory University Law School, and Judge James O'Neill, of the Seventeenth Judicial Circuit of Wisconsin, write themselves down as in general opposed to capital punishment, but in favor of its infliction in the present instance. Dean John C. Townes, of the Law Department of the University of Texas, votes for capital punishment, "in the most ignominious form in which it can be inflicted, without brutality." He explains his sentence thus:

"I believe the waging of aggressive wars for selfish purposes is treason against God and civilization, and deserves the highest penalty which can be inflicted consistently with the dignity and self-respect of the authority imposing it. Everything consistent with justice should be done to prevent such wars. Severe and unusual punishment of those who promote them will have an appreciable influence in their prevention."

Judge William H. Sanford, of the Alabama Court of Appeals, writes:

"If it should be found upon a fair and impartial trial that the Emperor of Germany, either by himself or in conspiracy with others, deliberately planned and precipitated the recent war, and in its carrying out caused the death or deaths of various citizens of other commonwealths and nationalities, he and they should be dealt with as common criminals so far as the execution of their sentence is concerned. As to whether that punishment would be capital, imprisonment, or exile, should depend upon the evidence produced at the trial, which might or might not show mitigation. Simply because a man holding high office murders six million men is no reason why he should not be looked upon and treated as a criminal, provided always his guilt is established beyond reasonable doubt."

#### THE PREDOMINANT VERDICT—EXILE

Capital punishment is most commonly opposed by those jurists whose opinions, favoring exile, constitute the majority sentence of this poll, on the ground that it would tend to make a martyr of a man who deserves no such honor. "His ego and personality should receive no more advertisement, but be totally submerged," writes Judge William E. Fort, of the Criminal Division of the Tenth Circuit of Alabama, who favors exiling him "everywhere and nowhere" as in the well-known story, "The Man Without a Country." In the opinion of Judge

George J. Hundley, of the Fifth Judicial Circuit of Virginia, "Death for the Kaiser at the hands of the Allies would, in the eyes of his equally guilty countrymen, be merely an exchange of a martyr's crown for the imperial, and, therefore, should not be inflicted." Circuit Judge Henry W. Holt, of Virginia, qualifies his sentence of exile "to some island" for life, with the comment: "I doubt the expediency of doing anything. He should not be permitted to pose as a martyr." Judge A. W. Walker, of the Ninth Judicial Circuit of Missouri, adds, in explanation of his vote for exile in St. Helena or other suitable place: "I believe in capital punishment in many cases, but here it might be construed as in accord with German frightfulness." Judge A. H. Reid, of the Sixteenth Wisconsin Circuit, speaks for a number of his colleagues in preferring a sentence of exile because he is "opposed to capital punishment for any one."

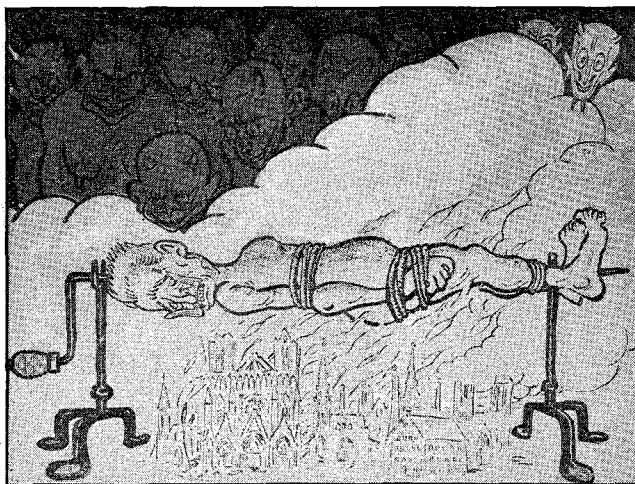
The places suggested by those voting for exile vary from St. Helena, most prominently mentioned with forty-five jurists in favor of it, to the vote of an Indiana Judge—"Anywhere but in Indiana." Those who favor St. Helena are rebuked by a considerable delegation whose general opinion is expressed by Justice Charles A. Pooley, of the New York State Supreme Court. "St. Helena would only add to his vanity," writes Judge Pooley, who votes for "some island in the Pacific, constantly guarded." "There should be no chance of his ever being compared with Napoleon." Other places recommended for his exile include

Siberia, Helgoland, Turkey in Asia, Devil's Island, Greenland, Patagonia, Cape Disappointment, South Georgia Island, South Atlantic Ocean, "some secluded place under the jurisdiction of the United States, England, and France," and, in lighter vein, East St. Louis and Chicago, Ill. Practically all of these sentences are recommended "for life."

The DIGEST's questionnaire included a space in which the jurist to whom it was sent might vote for imprisonment, and there is, naturally in some cases, a certain amount of confusion between the two suggested penalties. Exile under forced labor, practically equivalent to imprisonment, is favored by a number of those authorities who write their replies under the heading of "Exile." Thus Judge Albert P. Stark of the Sixth District of Montana, suggests "That he be exiled in Belgium; sentenced to penal servitude for life, working as a common laborer on the highways, or other reconstruction work in that country, under a guard of Belgian soldiers." "Kept under close guard, and denied all visitors except those necessary to administer the necessities of life," specifies District Judge A. C. Troup, of Omaha, Neb., who also votes for exile. "Strip of all the luxuries and pleasures of life, to which he has been accustomed, and confined in his food and drink and manner of life to the plainest necessities, as thousands of his widowed and orphaned victims will be compelled to live." "In complete isolation," adds Judge William C. Harris, of the Fifth Judicial District of Kansas, and County Judge Frank G. Mirick, of Pueblo, Col., believes that he should be forced in his place of exile "upon some remote island, to live as a peasant, where he could have an opportunity to reflect over the misery and desolation which he has brought to humanity."

A North Carolina judge, B. F. Long, of the Superior Court, believes that even tho the Kaiser may richly deserve hanging, "he and all the leading associates in the crime," the more probable penalty will be exile or imprisonment. As this jurist views the situation:

"He should be tried in Belgium by a court of judges selected



A SPANISH VIEW.

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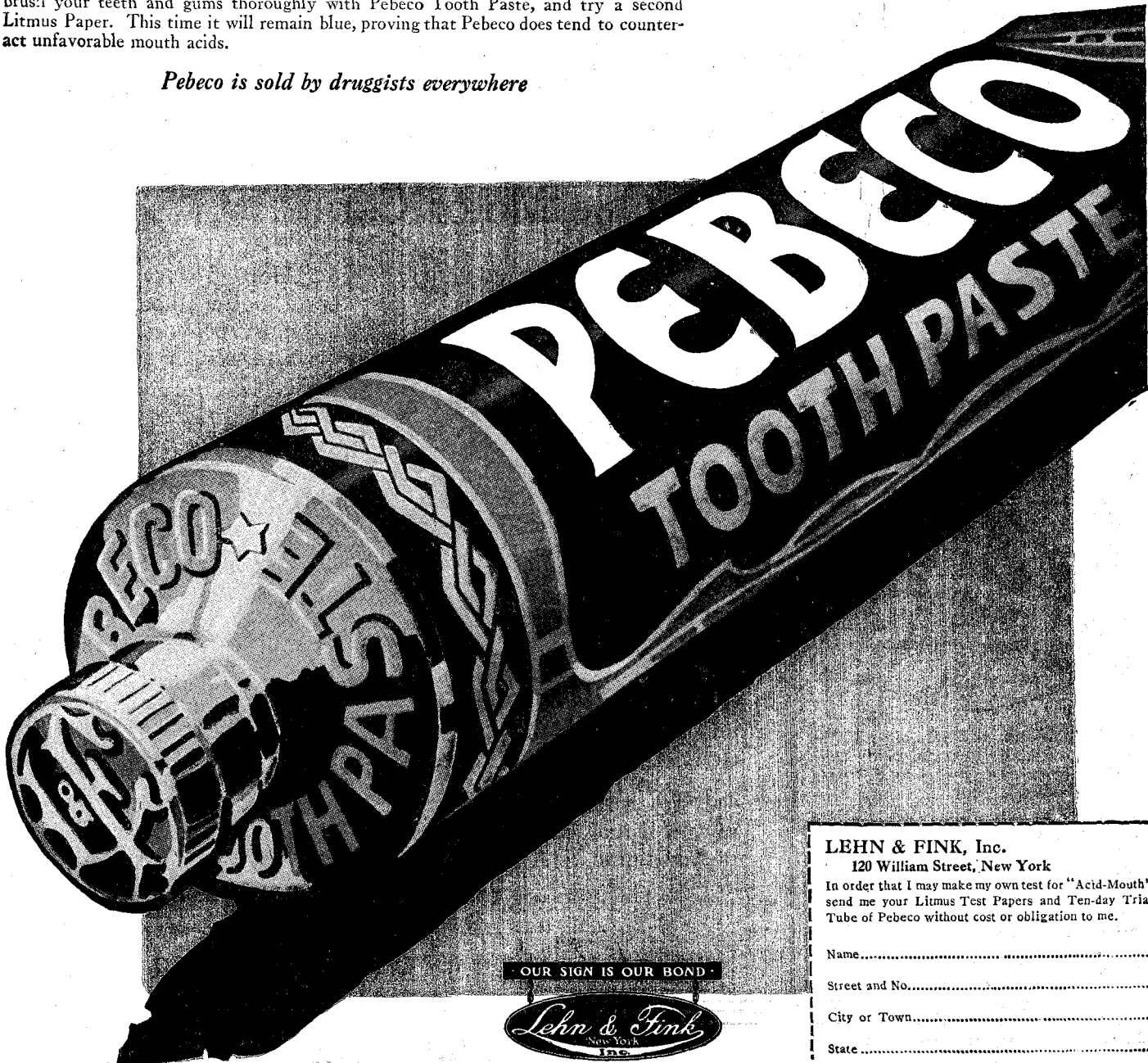
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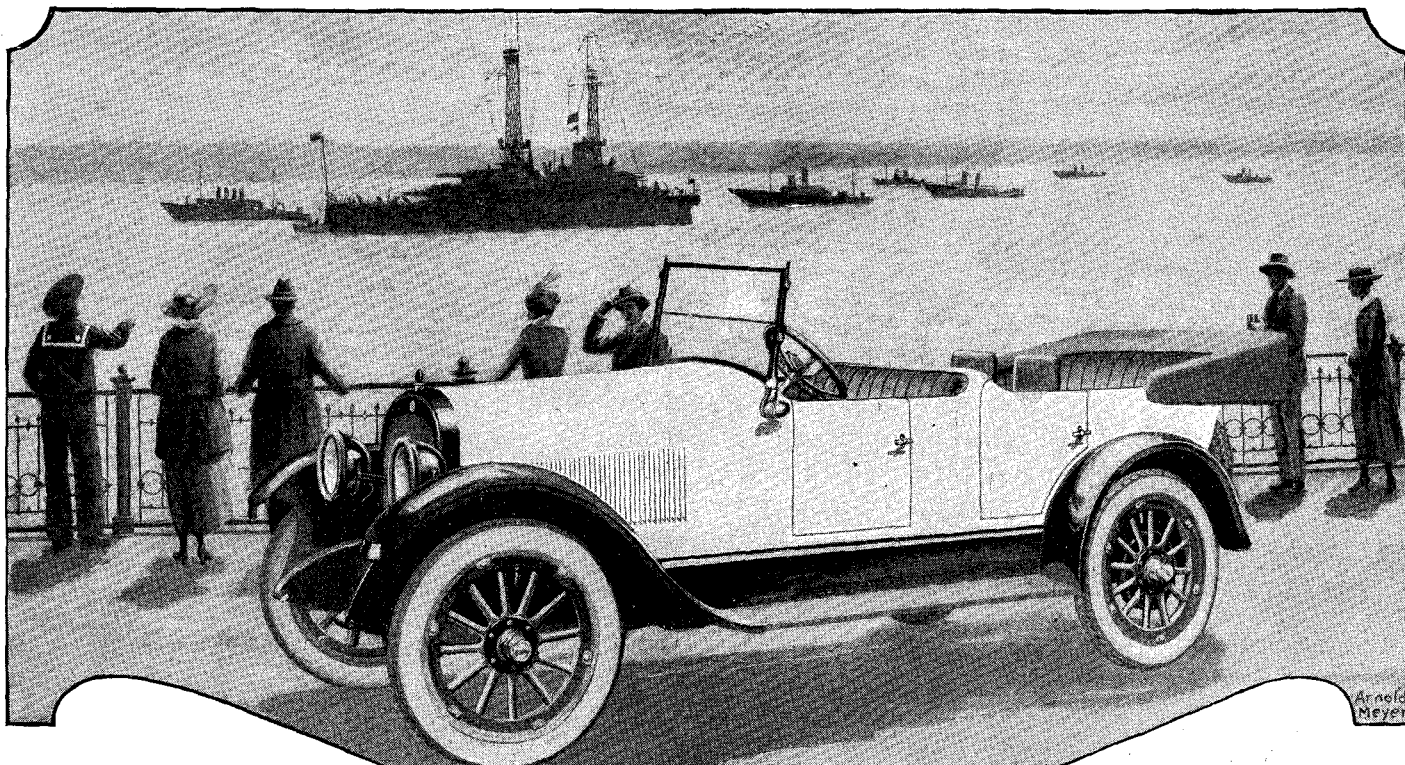
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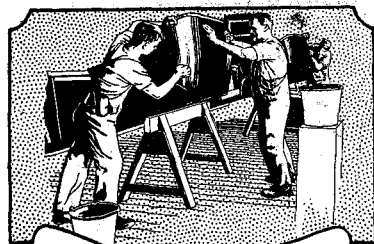
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from Belgium, France, England, and the United States, with probably two selected from neutral countries. Whilst the death-penalty would not be too severe for the guilty, it is doubtful if, under the highly technical rules likely to be invoked in a state trial of this kind, agreement will be found among international jurists. It is more probable they will agree upon imprisonment for life, or exile for life. If exile for life—he and his chief associates—at some place far removed from Germany and its influences. Its object-lesson to the would-be autocrats would have a deterring, and it may be wholesome, effect for half a century. The world at this time will not be patient of technicalities. It craves rather justice—even-handed justice, unhindered, undelayed. If it takes as much time to try the Kaiser as is required to get the terms of peace signed, the benefit of the trial to mankind will be largely lost."

The present body of International Law comes in for some adverse criticism from the heads of university law departments who believe that the proper punishment for the Kaiser is exile. "Morally, I think the ex-Kaiser guilty enough so that he ought to suffer any punishment," writes Hugh E. Willis, head of the Law School of the University of North Dakota, who votes for exile but doubts whether the sentence may legally be carried out under the old body of International Law. "If we had an International Court instead of the proposed 'League to Enforce War,'" writes Homer Albers, Dean of the Boston University Law School, "provision might and should be made for such offenses." Charles F. Abbott, Professor of Law and Government of Middlebury College, who votes for either exile "or life-long internment in his present residence," replies that, tho there may be neither law nor precedent for such a trial, none is needed for the offense of authorizing military violations of International Law.

Dean W. J. Lafferty, of the College of Law of the University of Kentucky, presents this reason for his verdict of "exile in some lonesome place, such as was Napoleon's fate":

"As silence by all the nations gave sanction to the Kaiser's preparations that led to the commission of his high crimes, it seems proper to impose less than capital punishment."

#### JURISTS WHO FAVOR IMPRISONMENT

Closely allied with the sentence of exile, and constituting together with that classification by far the majority verdict of the jurists whose opinions are here presented, is the suffrage of those favoring imprisonment. Fifty-one votes out of the total of 328 are recorded for this penalty, with forty-four of the fifty-one favoring imprisonment for life. These votes, together with the 137 cast for exile, make a total of 188 for these two allied forms of punishment as against 106, the next largest vote, which was cast in favor of capital punishment. As was mentioned in treating the subject of exile, the demarcation between the groups favoring exile and imprisonment is not always distinct.

Circuit Judge Ewing Cockrell, of the Seventeenth Missouri Circuit, votes for imprisonment for the royal culprit "wherever he can best learn he did wrong; preferably at hard work with poor people and prisoners, but healthful surroundings." He should be imprisoned "until he has become converted; and ready to help undo among his own people the false standards he has helped them develop." As Judge Cockrell explains his own interesting sentence:

"All punishment should, one way or the other, be constructive. The world needs, for its happiness, to have the German people see that their standards have been wrong and their practise even more so. Their own people will be the only effective judges. The Kaiser and those responsible with him for the atrocities practised and for the standards which led to those atrocities, deserve punishment, regardless of its result, but such punishment may do the rest of the world more harm than good. It can not, I believe, do such harm if it is to continue only so long as they refuse to help undo the wrongs they have done.

"Therefore the punishment should terminate whenever the Kaiser is ready to go about in his own country preaching the truth as to the wrongs that he and the German people as his supporters have done, and what they should do to right them."

He should be condemned to life-imprisonment at hard labor,

in the opinion of Judge Joseph Combs, of the Clinton Circuit Court of Indiana, and that labor should consist of "helping to restore the devastated portions of France and Belgium and other parts of Europe destroyed by his armies." "In solitary confinement, for life," specifies Judge James W. Perkins, of the Seventh Judicial Circuit of Florida, adding, as do several of his brother jurists, that, as a further penalty, the Kaiser's estates should be taken over and appropriated for the establishment of orphan homes in Belgium and France. He should be kept in a place where it is "dark, lonely, and gloomy," declares Judge Alonzo D. Burnes, of the Fifth Judicial Circuit of Missouri, "where the world can know all about him." His place of confinement should be on some barren island at hard labor, specifies Prof. John D. Lawson, LL.D., of the University of Missouri, author of numerous legal works, "with moving-pictures exhibited to him every day of the victims of his ambition, the men and women he murdered on land and sea." But the main thing, in Professor Lawson's opinion, is that "he should be fined the whole Hohenzollern fortune, wherever invested in real estate or personal property the world over, so that this family should be reduced to absolute beggary—the money to be distributed to the wrecked peasants of Belgium and France." A French prison, preferably in Paris, is suggested as the Kaiser's future abode by George C. Sprague, Assistant Professor of Law at New York University. The Kaiser planned to eat his Christmas dinner in 1914 in Paris, Professor Sprague points out. Therefore it would be appropriate to require him to eat all his dinners there, hereafter. He should be imprisoned for life, and, with the French as his jailers, there would be little chance of his escape to Germany and return to power.

Rollin M. Perkins, Associate Professor of Law of the State University of Iowa, who votes for the Kaiser's imprisonment for life in any secure prison outside of Germany, thus sums up his view as to a proper penalty:

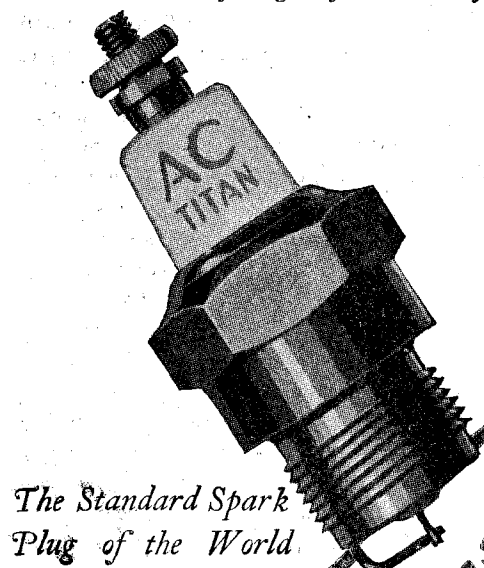
"The ex-Kaiser's outrage upon humanity, if he is found guilty, was such that he is entitled to little, if any, consideration. This means that he should not go free because of any lack of the moral courage to punish him. But with equal force it means that in determining the nature of his punishment we are to consider the effect upon every one else rather than the effect upon him. Hence in weighing the advisability of severity or leniency we must do so in the light of the future welfare of civilization rather than of the present effect upon this man. The real question is not whether he deserves the death penalty, for example, but whether the safety of the world and the wholeness of international relations will be more promoted in this way than in any other.

"Exile is rather common in some countries, but is not used for the most serious crimes. The death penalty is by no means rare, but beheading is not one of the accepted forms in advanced nations to-day. Thus either exile or death by beheading would involve the suggestion that the ex-Kaiser is on a plane by himself and hence entitled to treatment different from that accorded to other criminals. Both are quite unsatisfactory for that reason.

"On the whole, it would seem that the world could properly protect itself from any danger as far as he is concerned by confining him for life in some secure prison outside of Germany. This would be sufficient to show that the world does not intend to tolerate such conduct by any man, and would doubtless be as effective as a deterrent to others as any form of punishment that could be inflicted. Moreover it would not be such as to create an undying hatred in the hearts of the German people, yet would be enough to permit the injured nations gradually to forget the enmity they bear against that people."

It is notable that most of the authorities who favor imprisonment do so on the ground expressed by Judge William B. Rose, of the Supreme Court of Nebraska, in the words: "Modern and humane punishment of high standards should prevail." Judge Rose suggests imprisonment in England for life as a proper sentence. "Crimes against the human race should not go unpunished," he declares in the space left for remark on the Digest's question sheet. "Civilization, represented by enlightened humane government, should exercise jurisdiction in exceptional cases of unprovoked and brutal atrocity." A portion of the ruins of Belgium, laid waste by his own guns, should be included in the Kaiser's future prison-yard, suggests a judge





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U. S. Pat. No. 1,135,727, April 13, 1915, U. S. Pat. No. 1,216,189, Feb. 13, 1917. Other Patents Pending.

of the Supreme Court of Missouri, and "the King of the Belgians should be the official prison-keeper," stipulates Chief Justice D. L. Cunningham, of the Supreme Court of Arizona. "He should be compelled to labor with other murderers and if he refuses to work, to be given solitary confinement in the penitentiary," declares District Judge Arthur B. Childress, of Faribault, Minn., and Judge C. E. Winter, of the Sixth Judicial District of Wyoming speaks for many who prefer imprisonment to exile when he points out that:

"Too much dignity and importance attached to exile. That would feed his vanity and place him, in his judgment, on a par with Napoleon. The greatest penalty for the Kaiser is obscurity."

County Judge E. G. MacAdams, of Ouray, Col., is one of the considerable number of jurists who vote for imprisonment on the ground that it is the harshest punishment that the Kaiser could receive. Capital punishment, in the opinion of this group, is too soon completed. "If capital punishment were to be imposed," writes Judge MacAdams, who votes that the Kaiser be imprisoned for the balance of his life, in any city or village of northern France, or Belgium, which he has destroyed, in order that he may be constantly reminded of his crime, "I do not believe any of the Indian methods of torture too severe. For instance, sew him up in wet bull's hide and place him in the sun."

Of the comparatively small number of jurists who specify a place of imprisonment, nine suggest England, with the Tower of London as the preferred prison; six suggest France; five, Belgium; four, "some barren island"; two, a prison at the headquarters of the League of Nations, and one, Germany. This last suggestion, according to its sponsor, would provide an object-lesson for the contemplation of the German people. The majority, favoring imprisonment in England, find a spokesman in Prof. William Minor Lile, Dean of the Law School of the University of Virginia. As Dean Lile explains:

"Both Belgium and France are obviously too near the German border—from the standpoint of the safety of the prisoner and from political considerations. In England, not only would the prisoner be secure, but the civilized world, including the Germans themselves, would feel assured that the prisoner would receive humane treatment. The Tower of London has harbored many distinguished prisoners of state. The incarceration there would dull the clamor of German and American cranks, that the Kaiser's imprisonment was unduly harsh and humiliating. Even Napoleon at St. Helena was accorded certain attributes of royalty."

A vote of "virtual imprisonment" in Holland for life is received from Prof. R. L. Tullis, Dean of the Louisiana State University Law School. "Let him stay in Holland," advises Dean Tullis. "Let the decision of the international tribunal, composed preferably of jurors from non-belligerents during the Great War, be published to the world, and officially communicated to the ex-Kaiser. Let him live, but let the brand of Cain be put upon him by the judgment of the civilized world, rendered by a tribunal as free as possible from the suspicion of bias." A somewhat similar idea is expressed by Judge George W. Burnell, of the Third Wisconsin Circuit. "I should say, let an impartial tribunal examine all the evidence, let him appear in person or by counsel, and then place him in the pillory for all history and for the execration of mankind. We want no more farces like the so-called trials of Charles I. or Louis XVI. Holland should not be compelled by force to violate her right of asylum. The precedent is too dangerous. I can answer your questions in no other way."

#### OTHER AND ADDITIONAL PENALTIES SUGGESTED

It is the feeling of several of the jurists consulted that, in addition to the sum raised by the confiscation of all his property, William Hohenzollern's shame should be made, in some way, to contribute financially to the many innocent people who may have suffered through his acts. He should be caged and exhibited, declares Judge William E. Burns, of the Twenty-Seventh Judicial Court of Virginia. "He could be sent to Belgium and imprisoned there and when tourists viewed him the money should be

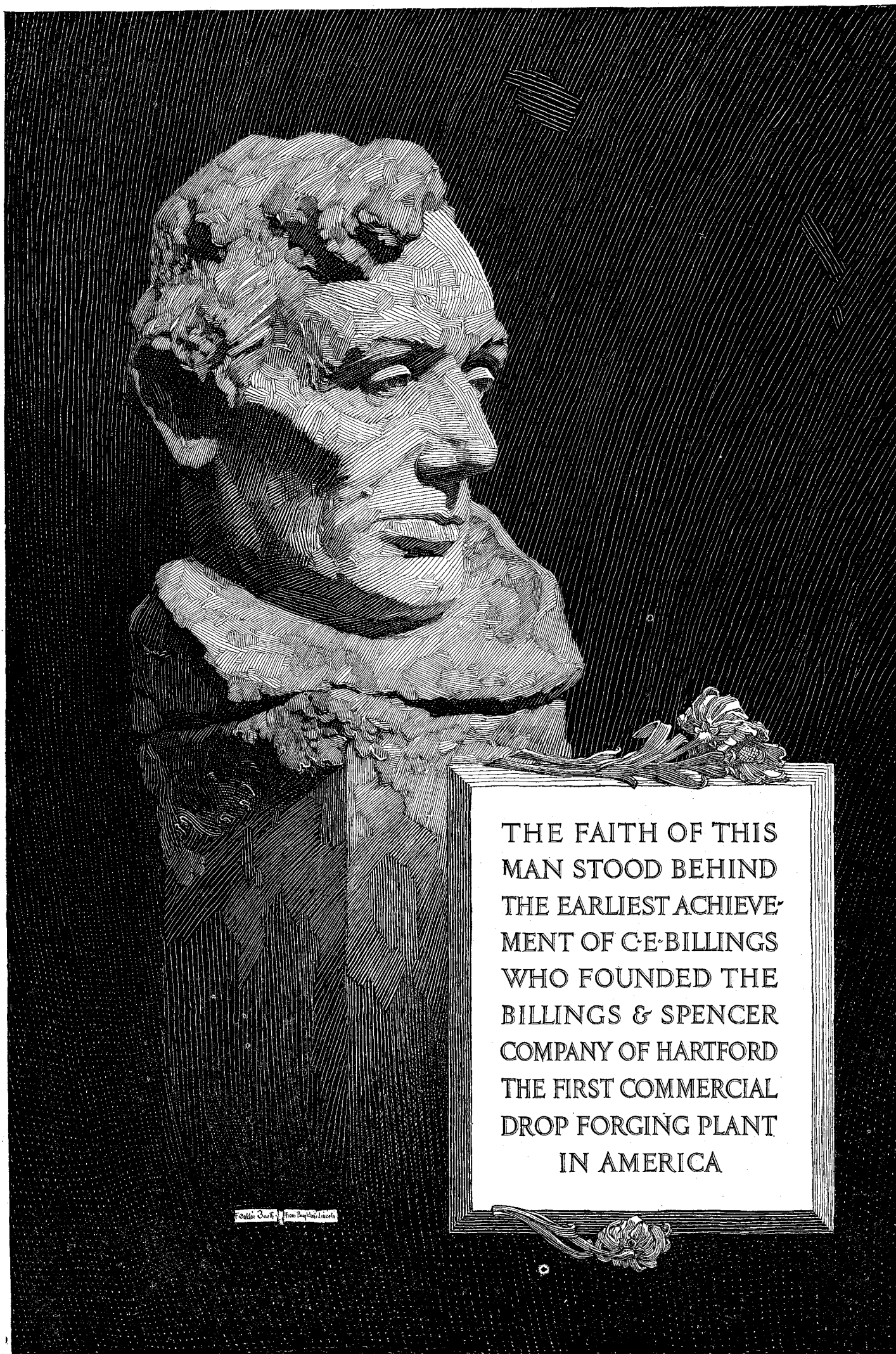
given to the Belgian Government." County Judge Leroy M. Campbell, of Bent County, Col., is among the jurists in thorough agreement with this view. After every dollar and dollar's worth of property belonging to Wilhelm has been turned into a fund for the aid of the unfortunates, suggests this judge, he should be put into a comfortable prison on a railroad-car, "secure and comfortable as the average private soldier is accommodated with." The Judge specifies "similar food and bedding—destitute of servants and outside aid—Mrs. Kaiser his only companion—this prison, under secure guard, transported all over the world and its stops advertised in a radius of fifty miles. . . . Each person to pay one dollar to see him—and as much more as they desire—all proceeds to go, as his property did, to the unfortunates he caused." He should be placed in an iron cage, or chained to the street at the principal street-corners in the city of Paris for the first year, the next year in Brussels, Belgium, and the next year in London, England, and exhibited to public scorn and ridicule, suggests Judge Royal R. Graham, of Clear Creek County, Col., and District Judge A. T. Ayres, of Howard, Kan., writes: "I think he should be caged as a monstrosity, and exhibited at so much per, and the funds given to French and Belgian relief." Somewhat the same view is taken by Circuit Judge H. Pierre Brannin of Miami, Fla. "Let a duplicate of the throne-room be made portable," he suggests. "The Kaiser dressed as for a reception therein, then place on exhibition in principal cities of the world, fixing some reasonable charge for admission. Have proceeds given to families having killed and wounded in the war."

A considerable number of those who vote for various punishments also suggest confiscation of the Hohenzollern property, real and personal, by way of damages in favor of those whom he has wronged. In addition to those already quoted to this effect, O. R. Holcomb, Chief Justice of the Supreme Court of Washington; James W. Perkins, of the Seventh Judicial District of Florida; Judson A. Crane, Professor of Law in the Pittsburg University Law School; Lauriz Vold, Professor of Law in the University of North Dakota; John D. Lawson, LL.D., of the University of Missouri; Charles A. Pooley, Justice of the Supreme Court of New York State; and another New York Supreme Court Justice who wishes to remain anonymous, express this view. Manual labor is suggested as a concomitant of his punishment by Judge Albert P. Stark, of the Sixth District of Montana; District Judge Arthur B. Childress, of Faribault, Minn.; County Judge Charles A. Maning, of Steamboat Springs, Col.; Grover Graham, Professor of International Law at Elmira College, New York; and County Judge Culver A. Green, of Conejos, Col.

Among other suggested penalties is that ironically put forward by Circuit Judge G. A. Wurdeman, of St. Louis County, Mo.: "I would impose upon him the herculean task of discovering what has become of President Wilson's fourteen points." Another jurist, possibly on the other side of the political fence, District Judge E. B. Perry, of Cambridge, Neb., suggests: "Let him read to Woodrow Wilson once every day, 'Watchful Waiting,' 'We Are Too Proud to Fight,' and 'Peace Without Victory.'" "Give him a government homestead, or make him President of the Irish Republic," suggests, as an "alternate punishment," District Judge W. B. Rhoades, of Havre, Mont., possibly by way of "comic relief" from his first vote of "imprisonment for life in some devastated town in Belgium that is not to be rebuilt." County Judge R. J. Smith suggests a lunacy commission. The Kaiser is a paranoiac, in Judge Smith's view, "and should be in an insane asylum for the rest of his life."

In the belief of a great many radicals, or at least liberals, throughout the country, the Kaiser either will never be tried, or will never be given a fair trial, because such a trial would entail a real investigation into the causes of the World War. It is the conviction of this by no means inconsiderable body of opinion that such an impartial investigation would reveal the real causes of the war among the army and navy clubs, the great munition manufacturers, the international commercial interests, and the great capitalists of all the nations. Such a revelation,





THE FAITH OF THIS  
MAN STOOD BEHIND  
THE EARLIEST ACHIEVE-  
MENT OF C-E-BILLINGS  
WHO FOUNDED THE  
BILLINGS & SPENCER  
COMPANY OF HARTFORD  
THE FIRST COMMERCIAL  
DROP FORGING PLANT  
IN AMERICA

Walter Dyer - John D. Smith, Jr.



we are told, the powers that rule the world will never permit. It may be that William Hagues, Professor of Law in Notre Dame University, Indiana, speaks for this body of opinion when he declares: "Simply nonsense! The men at the bottom of this insidious propaganda which precipitated the war and has upset the world, do not seriously contemplate a trial of the ex-Kaiser. They would be reluctant to have the world read the evidence he might present. The war followed forty-five years of general preparation for it. Propaganda is becoming a science."

## ENGLISH LAND GOING BACK TO YEOMAN FARMERS

ENGLAND IS UNDERGOING another revolution, but this revolution is one of peace, even tho it may well be, in its economic consequences, as important as any of those of a more exciting character which have preceded it. The great landed estates are being broken up. The yeoman, the small farmer, and the tenant are coming into their own. The old feudal system, whereby most of the land was vested in a few persons, was necessary in its time and served its purpose, too long, perhaps, but well. Now Lloyd George's death-duties act, admittedly designed to break up large landed estates, is making continued possession of them too expensive, and last year three-quarters of a million acres changed hands, large properties being divided among small purchasers. John S. Steele, special London correspondent of the *Chicago Tribune*, writes:

The last revolution of the kind occurred when King Henry VIII. broke up the monasteries and gave the abbey lands to his favorites, restoring the feudal system.

Now the wheel is taking a turn still further back. Before the feudal lords were the free yeomen farmers of England, men who owned and worked their own land and owed allegiance to no man but the king. To-day the yeomen of England are coming back to their own. The descendants of King Harry's new men of five hundred years ago are selling out. They are selling out because it no longer pays to be a landlord.

The English landlord exercises a real control over the use of his land. Often he was an agricultural expert himself. Always his agent was. One land agent, Rowland Prothero, who managed the Duke of Bedford's estates, was chosen by Prime Minister Lloyd George to reorganize the farming of England during the war, and is now Minister of Agriculture. The great landlords prevented bad and careless farming and developed new methods and experimental work.

The process of attrition which is slowly dissolving the large landholdings has been accelerated by war-taxation, and announcements of sale are made daily in the London press. In most instances the land is bought by the actual tenant, who is assisted by arrangements for easy payments. We read on:

One of the most sensational of these sales took place just before Christmas, when the Duke of Rutland sold an estate of 15,000 acres in Leicestershire and Derbyshire. A few weeks before he had sold another estate in Rutland. Both of these estates had been in the family for six hundred or seven hundred years. The Duke sold not because he liked to sell, but because, as he said frankly, he could not afford to go on owning the land.

The best return he had received from it during recent years had been between one and a half and two per cent. on his capital. Often he received nothing, and in more than one year the cost of repairs, hedging, ditching, and other necessary outgoings left him with an actual loss on his landholdings.

Other big sales recently are by the Duke of Bedford in Cambridgeshire of about twenty thousand acres. Lord Harewood's sale of nine thousand acres in Yorkshire, the Duke of Beaufort's sale of his Badminton property, about four thousand acres, and including half a dozen villages. Sir Watkin Williams Wynne sold twenty-five thousand acres in Montgomeryshire, Mr. Walter Long over one thousand acres in Merionethshire, the Duke of Sutherland his Trentham estate at Stoke-on-Trent.

The Duke of Grafton sold his Wakefield estate. Then there are nine thousand acres of the Earl of Harrington's Cheshire estates, four thousand acres of the Rolleston Hall estate of Sir Oswald Mosley in Derbyshire, and two thousand acres of Lord Hindlip's Alsop-en-dale estate, also in Derbyshire.

All told, more than 750,000 acres have changed hands this year, and it is expected that before the end of next year more than 2,000,000 acres of old family estates will have been sold.

## AMERICAN EX-PREACHER TELLS OF A CITY UNDER "SOVIET" RULE

AMONG the contradictory and violently prejudiced reports, including the plain propaganda on both sides, now coming out of *Soviet* Russia, the recently published story of an American ex-minister of the Gospel commands attention because of its moderation of statement. If there was some terrorism in the part of Russia that he knew, there was no nationalization of women. If there were no elections, there was a democratic equality in the sharing of food-rations. Major Robert Davis, U. S. A., who brings back this report, was formerly a pastor of the Brick Presbyterian Church, Fifth Avenue, New York City, we are told, and of the First Presbyterian Church of Englewood, New Jersey. Earlier he was a football star at Dartmouth University. He has been in Russia and the Near East for more than a year past.

In a recent letter, parts of which are quoted below, he gives a detailed, eye-witness account of Bolshevik rule at Kharkof, a city of 800,000 people. It is, he says, an uncolored report of what actually happened in a full year of Communist government. He denies any intention to defend or excuse, to attack or expose the Bolsheviks; his only desire, he says, is to tell what happened in one great *Soviet*-governed city in a year's time. Industries broke down owing to the absence of managers and lack of skill. Amazing incompetence was everywhere. On the other hand, *Soviet* rule appealed to masses of Russians; it really "democratized" Russia in places, while it failed in spots from the ignorance or incapacity of the *commissars*.

Major Davis begins his account, as quoted by the *New York American*, with an avowal of principles:

The clear-headed way for us average men to get at the meat of the *Soviet* Republic is to take a test case. We are used to judging theories by their fruits. As an average man I have wished that some one would hush the tirade and spread out the facts.

The city which should be taken for the test case should offer a more than fair field for Bolshevism. It should be a place where the system could succeed, if it can anywhere in Russia. It should have a disciplined population of factory employees, be handy to natural resources, have ample rail connection, and enough ready money and food to carry government and people over the peak of the experiment.

For this typical city let one lay out the fact, as developed within the Bolshevik social structure—without spleen, without comment, and without moralizing, without whitewashing or damning any one. Let the actualities stand up and make the undecorated picture.

For example, take Kharkof.

It has a present population of eight hundred thousand people. It has broad streets, tiled sidewalks, public squares with fountains and flowers. The university stands in a charming grove. Eight churches, of the Greek orthodox type, deserve to be called noble structures. In Kharkof they coat the buildings with tinted plaster, and, after the dilapidation of long war, they have the appearance of the World's Fair buildings in Chicago ten years after the exhibition. They say that there is water under the green surface of the canal. Of all the cities which at this date are available for study, Kharkof offered Bolshevism the most hopeful field.

God did all that he could for the Ukraine, and Kharkof is on its northern rim. It taps the wheat pocket of the world, is next door to coal, quicksilver, salt, lime, cement, glass-sand. It contains sizable industries, one plant of which employs twenty thousand men. The working people walk fast, gaze honestly out of mild blue eyes, and have no nervous mannerisms.

The Bolshy took Kharkof last Christmas week, and in January the organizers for the city government arrived from Moscow, the "Red" capital. They announced that the Commune was a proletariat state and that a rigid equality would obtain. People smiled at the first innovations, but they were harmless, also inconsistent. Bootblack stands were removed from the streets, because the sight of one free soul kneeling before another and wiping his boots is an undemocratic symbol. Porters at the railroad station were abolished; each traveler should, and would, lug his own grip.

The hospitals were not to treat Bright's disease, because it was a sugar disease; nor gout, because only the *bourgeoisie* got it.



Men would not raise their hats to women, confessing the superiority of one sex. All women would wear the peasant's kerchief, as bonnets were signs of a class inequality.

Pensions of three hundred rubles a month or over were suspended, as pensions of this amount demonstrated that their recipients had been upper-grade court or army servants, who must expect no support from the communal state. The form of address would be "thee" and "thou," which denote intimacy and family relationship. As in the French Revolution of 1871, the plain "Citizen So-and-so" superseded all titles or distinctions of rank or wealth.

The first inconvenience to the people of Kharkof was the closing of the newspapers and the hotels. In place of the former papers appeared, in the morning, *The Soviet News*, in the evening *The Communist* and a special sheet for soldiers and workers called *The Red Star*. No book could be sold without the stamp of the Soviet censor.

All hotels were requisitioned for the use of the commissaries—as Bolshevik officials are named—and for the officers of the "Red" army. Private travelers drained into the railroad stations in confusion and genuine suffering. Neither food, boiled water, nor transportation out of Kharkof could be secured. Spotted typhus broke out. Patients soon filled the hospital beds, and even the corridors could not house the more serious cases.

The city government began business.

The cryptic initials—P. C. O. C. P.—were stenciled all over the city property. They are the Slav letters for Russian Socialistic Federation Soviet Republic. Under the scheme of administration Kharkof was in the jurisdiction of the Council of People's Commissioners of the Ukraine, with headquarters at Kiev, by which the chief commissaries of the city were appointed. The president of the Ukraine Council was Hiem Rakovsky, who had been arrested by the Roumanians as a Bulgar spy and imprisoned at Jassy during the war, but on the Roumanian King's flight to Odessa the Bolsheviks had freed him, he had reached Troitzky, and been appointed Governor of the Ukraine, with a population equal to France.

The organizers of the city government called meetings for the election of the two hundred and forty members of the Kharkof Soviet. No women were allowed at the meetings, which was a surprise. Soldiers, workers, and subscribed members of the commune could vote. As the city Soviet was too bulky for the transaction of routine business, it seldom convened. It delegated its power to the executive committee, the *Iss-Paul-Kom*, of twelve members, which in turn passed on its authority to an inner council of five—a president, a vice-president, a secretary, an assistant secretary, and an office manager.

The "Inner Council of Five" was the whole show. They made no reports, nominated all chief commissaries for Rakovsky of Kiev to appoint, and exercised an unrestrained authority. The president of the Inner Council was Keen, a Lett, a mill-worker. At the first he was gentle with the *bourgeoisie*, but gradually he hardened, until at the last meeting he upbraided the workers for their softness, saying that Troitzky had decreed the "Red" terror and that it must reign in Kharkof to the last bloody letter.

The first decree of the Government, issued on the day of its installation, made people gulp. It demanded the surrender of all arms within three days, which was executed. It further ordered that no person might move his effects from one domicile to another without a permit from the commissary, nor buy at any store nor transport material through the streets, without a permit.

Furthermore, all who occupied five rooms or more were ordered to contribute a full suit of clothing for the use of the "Red" army and the poor; all who occupied three rooms, a suit of underwear; all who occupied one or two rooms, a single garment. The above contribution was to be made, under penalty, within three days. A side-light is thrown on the situation by the fact, which Major Davis mentions, that in this city of 800,000 people there were not enough commissary clerks to handle the business in three or thirty days. As for the second decree, which brought a good deal of consternation, we read:

Persons who occupied five rooms or more would contribute a bed equipped with coverings. Persons who vacated their quarters would take with them two suits of clothing, and nothing else. All other personal property was to remain in the vacated dwelling for use of the commissaries and army. Persons having motor-cars, carriages, victrolas, typewriters, kodaks, musical or optical goods, electric fixtures, private libraries, were instructed to file an inventory with the commissary at once. The above articles were declared the property of the state, to be delivered on demand. Persons whose dwellings were requisitioned by the army and commissaries might take three suits of clothing with them.

Following this decree five dirty fellows appeared in the rooms of the United States Consul and told him to put his clothes over his arm and move along. He got his back to the wall and stayed—and the five with him. It is a mystery that he was not shot. Others who refused to obey the decree were sent to Chesvi-Chaika as contra-revolutionaries.

The churches were not molested. On their arrival the Bolsheviks had declared the separation of church and state, and the stipends of priests, which in Russia had been paid by the Government, were stopped. In schools and public buildings the icons were torn down. This was in line with American doctrine of separation of church and state. But the Soviets enforced it in individual cases cruelly.

There was one obstinate priest, Father Timofieff, of St. Dimitri's Church, who, when it was reported that Nicholas II. had been killed, prayed for the late Czar's soul at the church service. The venerable father—he was seventy-eight years old—was taken to Chesvi-Chaika and ordered to clean the filth from out-houses. He refused. His arm was broken in two places and he was shot.

The first department of the city life to be made the subject of a comprehensive reform was the school system. The province of Kharkof, with an enlightened *zemstov*, has had admirable schools. All pupils of school age had been enrolled and literacy among the younger people was practically 100 per cent. In the city, as well as the province, education had been pushed. In addition to the grade and high schools there were technical schools of veterinary science, agriculture, commerce, and banking, and the University with its group of professional schools.

Over each school, as its principal, the Bolsheviks appointed a commissary. A general commission of five professors and twenty students was given the job of remodeling the school system into harmony with Soviet Republic principles. The following recommendations were put into immediate effect. Educators may detect, in these reforms, the point of view of the undergraduate mind.

1. Education is free in all schools.
2. Examinations of every sort and the taking of classroom notes are abolished.
3. Any person over sixteen years of age may attend the university.
4. Private schools are abolished, as a contradiction of democracy.
5. Students may pass from one professional school to another at will, receiving credit for time spent in former school.
6. The jurisdiction of faculties over students is abolished.
7. Honorary posts, such as rector of the university, are abolished.
8. The study of grammar is abolished as a superfluous subject.
9. The study of geometry is abolished as a theoretical subject.
10. The study of physics is abolished as a theoretical subject.
11. The study of history, as now taught, is abolished. In place of the study of dates, wars, and dynasties, the study of the social liberation of peoples will be substituted.
12. The law school is abolished, as the laws of the Soviet Republic will render ancient law obsolete.
13. On Thursday regular classwork will be omitted, and the tenets of communism will be discussed in all schools.
14. Sunday will be a holiday in all schools.
15. Holidays with a religious signification, like Easter and Christmas, will be abolished.
16. May 1 and October 28, the "Holy Days of the Proletariat," will be holidays in all schools.
17. Primary grades will meet for one session only from 9 A.M. to 12 M. Pupils will bring their lunch and, accompanied by their teachers, spend the afternoon in the city gardens or the country for games, folk-dancing, marching, nature study, etc.

These were the chief reforms effected by the "Commission of Twenty-five." Each school, in addition to its commissary, had a school Soviet elected by the faculty and pupils. The Soviet of the medical school, for example, consisted of sixty-eight professors, sixty-eight instructors, and sixty-eight students. No recommendation of the school Soviet, however, could become effective without the approval of the school commissary. Practically speaking, therefore, the Soviets were nothing more than advisory councils to the commissaries.

The commissary of the university was Malich, a sophomore in the veterinary school. He was twenty-two years old and dictator of the university property and curriculum. Malich soon left to become the Governor of the Crimea and was succeeded by Soskis, another student.

The several school Soviets elected the fifteen members of the *praesidium*, which might be termed the board of education. The *praesidium* elected an executive committee of three members, a professor, a teacher and a student, who were the operating heads of the city schools, but always in connection with the school commissaries.

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Two months after the abolition of examinations 50 per cent. of the university students had asked their professors for private examinations and certificates, explaining that they wanted some tangible evidence of their work.

A ministry of sanitation assumed the charge of the hospitals, the inspection of markets, and health matters of the city. The three finest buildings in Kharkof are hospitals, modern in all respects. To the scandalization of physicians. Dr. Tutiskim was made chief of this ministry. The doctor had been chairman of the health board in 1907, but the Medical Association had tried him upon charges and judged him incompetent. The doctor's license to practise medicine had been rescinded.

Dr. Tutiskim, as head of the Ministry of Sanitation, removed the professor of mental diseases in the Medical School, the most eminent member of the faculty, and appointed himself to the chair. Students boycotted his lectures in indignation. As acting head of his ministry the doctor appointed a hospital orderly named Turkeltaub.

The biggest hospitals of Kharkof are the Alexandrofsky Petrenko and the Nickolaiofsky, with one thousand and seven hundred beds, respectively. Dr. Tutiskim appointed the plumber of the former institution as its commissary and a hospital orderly as commissary of the latter. The commissaries of hospitals had the right to modify the menus and medication of patients if they thought them too expensive, a right freely exercised.

Nurses left their duty at will. The dressings of wounded soldiers were changed only once in three days. Typhus patients, delirious, often escaped and walked about the streets. Civilian patients often waited twenty-four hours after admission for attention.

Drug-stores were nationalized. Owners worked as clerks under the commissaries which were put in charge of each store. The commissaries made no effort to renew the stocks, and medicine soon became so scarce that it was administered to patients but once in three days. The *Soviet* of drug-clerks set the working day as from 10 A.M. to 3 P.M. with the stores closed all day Sunday and every evening.

The stocks of the retail stores were seized without compensation to the owners, who were declared a parasite class and the enemies of the state. A commissary entered each enterprise as its director.

A *Soviet* of the salespeople of each store fixt the wages and the working hours. In general, stores were open from 10 A.M. to 4 P.M. The former owner worked as an employee, and if he happened to be unpopular with his personnel, they might, and sometimes did, vote him lower wages than the janitor.

## IN 1820 THERE WERE LIVELY PROBLEMS, TOO

AT THE BEGINNING OF EVERY YEAR, or nearly every year, we are accustomed to shake our heads and marvel, both at the seriousness of the problems which we have just come through, and at the equally serious nature of those which confront us. A writer in the *Boston Herald* presents, without any particular comment, a résumé of the general state of domestic and foreign affairs one hundred years ago. It appears that the people of those times had their world and national victories and perplexities of creditable size, and in interesting measure. As we are reminded:

A century ago Europe, but lately delivered from the domination of Napoleon Bonaparte, was manifesting the first tokens of unrest under the tyranny of the royalist reaction which had followed Leipzig and Waterloo, and the United States was in the midst of the first bitter conflict over slavery in a debate which was the prototype of all the slavery debates that followed through the forty years that ended with the outbreak of the Civil War.

In 1790 the population of the Northern and Southern States was practically equal. By 1820 the white population of the North had become more than 5,000,000, of the South less than 3,000,000; the slave population of the North was less than 20,000, of the South more than 1,500,000; the free blacks in the North numbered nearly 100,000, in the South about a third more; the total population of the country was nearly 10,000,000, and the North outnumbered the South by more than 600,000. In 1790 the Congressional representation of the two sections was about equal; the 1820 census gave the North thirty votes more than the South. The slave States, therefore, had begun to watch with apprehension the steady gains of the free States in wealth and power as well as in population. The South saw the necessity of creating more slave States in order to maintain political equilibrium, at least in the United States Senate. This seemed to them a struggle for life. The battle which extended

over the three years 1818 to 1821 had its focus in the claims of Missouri and Maine for admission to the Union, the one as a slave, the other as a free State, on the principle of the Senatorial balance of power.

It was Senator Thomas, of Illinois, who brought forward the essence of the famous Missouri Compromise on January 18, 1820. He proposed that no restrictions as to slavery should be imposed upon Missouri in framing her State constitution, but that in all the rest of the country ceded by France to the United States north of 36 degrees and 30 minutes, that being the southern boundary-line of Missouri, there should be neither slavery nor involuntary servitude. After long and acrimonious discussions this measure was adopted and it signified that while the South was obtaining the present object, the North was gaining the future advantage.

But Missouri came to Congress with a constitution that not only recognized the existence of slavery within her bounds, but that provided also that it should be the duty of the legislature to pass such laws as would become necessary to prevent free negroes or mulattoes from coming into or settling within the State. Then Henry Clay came forward as a pacificator, and Missouri was admitted, conditionally, to the Union on March 20, 1820, the condition being that the State should never pass any law preventing any description of persons from coming to or settling in said State who now are or hereafter may become citizens of any States of the Union. To this condition the Missouri legislature gave its assent.

Meantime, Congress also was dealing with the aspirations of Maine for Statehood. The separation from Massachusetts and the necessary division of property having been effected, the bill for admission was divorced from the Missouri measure on March 1 and on March 3 the act was passed by which Maine was declared to be, from and after the 15th, one of the family of States. Thus there was established a geographical sectional line; the slave States and the free were separated; this was the first token of demarcation.

Florida also was a problem for the national legislature. Jackson's conduct in capturing Pensacola in 1818 was the question at issue. Pending the discussion in Congress the Spanish minister under instructions from Madrid agreed to a treaty for the cession of Florida in extinction of the various American claims for which the United States agreed to pay \$5,000,000. This treaty was at once ratified by the Senate, but the Spanish ratification was not received until February, 1821.

The ninth Presidential election took place in 1820. Monroe was chosen a second time by a vote that approximated unanimity. The sequel is thus stated by the historian Schouler: "One, however, of the 232 electoral votes cast was wanting to consummate the exceptional honor, for a New Hampshire elector . . . determined, so it is said, that no later mortal should stand in Washington's shoes. Of America's Presidents elected by virtual acclamation, history furnishes but these two examples; and as between the two men honored by so unapproachable a tribute of confidence Monroe entered upon his second term of office with less of real political opposition than Washington."

Of interest also is the fact that in 1820 Frances Wright, then only twenty-two years of age, traveled extensively in this country as the first woman who gave lectures in America upon political subjects. Born in Scotland, this pioneer advocate of woman's rights possessed remarkable mental abilities.

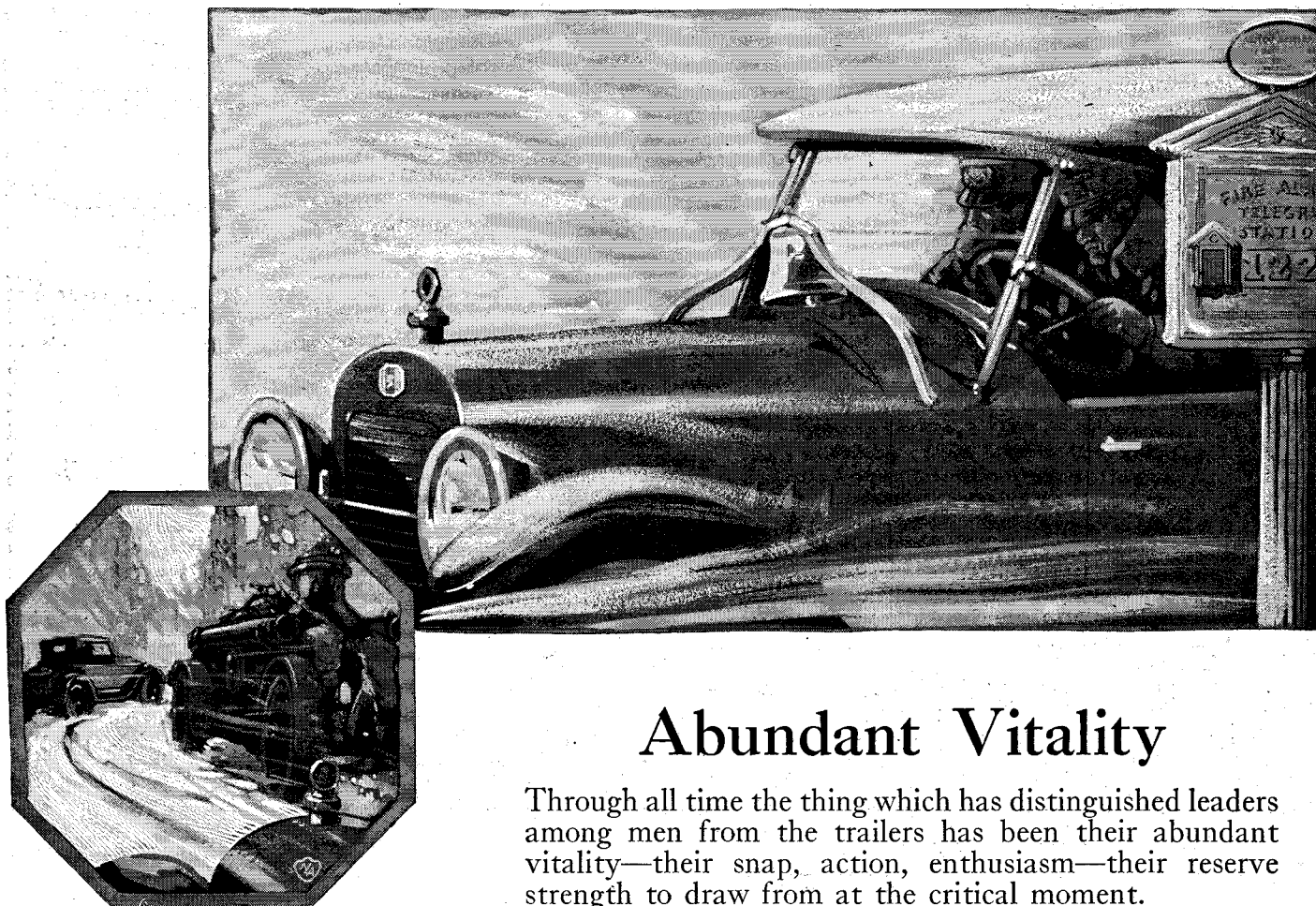
Europe was having troubles quite comparable to those which are distracting most of the nations to-day. The royalties and politicians, with Napoleon safely immured at St. Helena, in 1820 and the neighboring years were striving to check the tides of republicanism which the French Revolution and the Napoleonic wars had set flowing. Specifically:

France, with Louis XVIII. on the throne, was not long in finding that the restored Bourbons "had forgotten nothing and learned nothing." Bonaparte collected his expenses from the lands he conquered, so France emerged from twenty years of war with a debt only a sixth that of Great Britain, and soon rose to a general level of prosperity comparable with the rest of Europe, and this in spite of bad harvests, political unrest, and a foreign occupation which did not end until 1818. So "furious was the tide of reaction," says J. Holland Rose, "that the restored monarchy had far stronger powers than had the old system wielded before 1789."

The reaction had just been checked somewhat when a sinister event swept away all its obstacles. In February, 1820, the Duc de Berry was killed by a fanatic, whose intent was to cut off the direct Bourbon line. The birth in September of a posthumous son frustrated his design. The only outcome was a new outburst of royalist frenzy. "In fact," says the historian, "everywhere in Europe did absolutism seem to be triumphant."

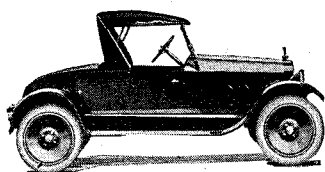


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You soon come to feel confident that your Columbia has the ability to win the toughest kind of a road battle—whether it is with a blizzard, a bog or a mountain. And perfect confidence is the real secret of thorough enjoyment of a motor car.

Abundant vitality only comes from a clean record and sound, virile physical condition all the way through.

The Columbia Six has an enviable record behind it, and mechanically is good all the way through.

The fire departments of many cities which choose equipment on the basis of dependability above all else have bought Columbias for their Chief's cars. Notice them.

Any vigorous, red-blooded man will delight in the Columbia Six. It is built for him because it is built like him.

COLUMBIA MOTORS COMPANY  
DETROIT  
U. S. A.

*Gem of the Highway*





After the fall of Bonaparte, the Czar, the Emperor of Austria, and the King of Prussia had made a personal agreement which was to go with the terms of the Congress of Vienna and which was associated in the popular understanding with that written declaration known as the Holy Alliance. This was a wholly reactionary machine, hostile to all political liberalism, intended to hold back all popular movements—and Metternich was its shrewd and clever manipulator.

Nevertheless, there was a revolution in Spain against the cowardly Ferdinand VII. There was revolution in Portugal—a country which had been governed from Brazil since 1807—and the whirl of events two years later deprived the House of Braganza of its vast South-American colony. And there was revolution in Italy, Naples and Sicily extorting a constitution from the king, but the movement soon was suppressed by the machinery of the triumvirate. These outbursts alarmed the Holy Alliance and caused them to convene three congresses in succession, and to police Europe in general, to fetter Italy, and to induce France to occupy Spain from 1823 to 1827.

As to England: There extraordinary social changes were in progress, the factory system was rising, the age of mechanical invention was at hand, the middle classes were rising as a new power, and the cry for reform constantly was growing louder, altho the House of Commons continued a travesty of popular representation until 1832. The long reign of George III., crowned in 1760, came to an end on January 29, 1820; he closed his life, wandering from room to room of his palace, in darkness of eyes and of mind. The Prince Regent, the "Florizel" of the fashionable dissipation of the time, succeeded as George IV., and at once sought to divorce his wife, the Princess Caroline of Brunswick, whom he had married in 1795 in order to get his debts paid. Lord Liverpool brought in the House of Lords a bill of pains and penalties aimed at her degradation from the throne and the dissolution of her marriage. Brougham and Denman gained deserved fame in her defense. When the ministry finally abandoned the bill the country rejoiced and windows flamed throughout the nation. Her good name vindicated, she died not long thereafter.

The history of Germany through this period is marked with few events of importance. It was a season of gradual reaction on the part of her rulers and of impatience and enmity on the part of the people. South America's states very shortly began that series of emancipations out of which the present situation on that continent has developed.

## AMERICAN BUSINESS AND INTELLECTUAL INVADERS IN LONDON

THE ACCENTS OF NEW YORK, Chicago, San Francisco, and of hundreds of other places in between are to be heard along the Strand these days, and at the counter of almost any hotel in London. From the English view-point, the present multitudes of Americans in the British metropolis resemble another Yankee invasion, a sort of commercial A. E. F., as it were. The English reaction to this expeditionary force is rather mixed, we gather, even tho they may be ready enough to welcome these men "who have come to buy or sell, and are looking around for bargains that may be picked up out of the ruins of war-stricken nations, or out of the spiritual knowledge that has followed the fever of war." That well-balanced bit of analysis suggests Mr. Philip Gibbs, the famous war and peace correspondent, and Mr. Gibbs is the author of it. He continues, writing in the *London Daily Chronicle*:

Of the last class are those whom I meet now and then. They have come over to get early options on the new world of ideas. They are looking out for youth, and the new men—the new thing in art, novel-writing, music, short stories, intellectual quality of any kind which seems like the beginning of the new era following the break-up of old traditions by the hammers of war. So far they are not finding very much, they tell me.

Others I have met, across the Channel, are in a different line of business, and their adventure is mainly financial. They became commercial travelers as soon as they took off their uniforms as crusaders, and they are buying up German factories, putting money into German industry, and placing orders for German manufactured goods. It is their way of starting a new chapter as soon as the last page of an old book has been turned over.

In London the intellectual Americans are very interesting just now. They are able to explain many things which seem mysterious to the English people, and I find their attitude of

mind toward the present state of the world—and their own state—most illuminating. It is well that we should get into talk with them (they have the habit of talking frankly), because we ought to understand more clearly what is happening in the United States.

Every one I have met lately has deplored the action of the American Senate with regard to the Peace Treaty, and they are really sad about that, expressing a kind of shame, as tho their character as a nation had been hurt.

They did not like many of the details of the Treaty. They had a grave suspicion that in the League of Nations the United States would be outvoted on vital issues by the preponderating voting power of the British Empire. They desired reasonable safeguards against the possibility of being dragged into European entanglements against their will.

They were bitterly resentful of what they considered to be the autocratic way in which President Wilson carried through his scheme for the League without consultation with the leaders of all parties in the United States, and without submitting its provisions to the representatives of the people before pledging them. They were distrustful of Colonel House, that mysterious man who exercised a secret influence which they could not fathom. They were suspicious of European diplomats of the old school, so wily beneath a camouflage of simple courtesy. . . .

But now—why, now that the Treaty is hung up in mid-air, and the bottom has been knocked out of the League of Nations, these American intellectuals seem to be a little conscience-stricken, and confess that a great chance and a glorious ideal have been spoiled by the littleness of personal politics and by a violence of method which was too brutal in the face of the world's agony and needs.

Their criticism of President Wilson is swinging now against the Senators who tomahawked him. With equal unfairness perhaps—I do not know—some of them suggest dark motives behind the actions of certain Senators.

One is "in steel." A League of Nations is not favorable to big armaments. Another is "in munitions." The same argument applies.

Another is dependent on the Irish vote, and therefore hostile to any policy favored by England. Anyhow, they are convinced that after their military adventure in Europe—all that mighty effort, and all those high ideals which animated it—the United States can not hold aloof from the responsibilities she assumed, and must enter a League of Nations as one of the Great Powers guaranteeing the peace of the world.

What is also interesting is American talk in London about the social conditions of their own country.

Some of them came over here believing England to be on the edge of revolution. They are amazed at the orderliness of the English people, their apparent tranquillity in spite of occasional strikes, the law-abiding way in which they are working toward social changes. (Perhaps this estimate of us is based upon rather superficial study.) In gloomy voices some of the Americans I have met contrast this estimate with the social unrest in their own country, and frankly avow their belief in an American revolution as bad as anything this world has yet seen.

Americans at home, who witnessed the orderliness of the great steel and coal strikes and the totally futile efforts of the agitators to turn them into insurrections, will wonder where these Americans abroad get their alarmist ideas, but Mr. Gibbs says they solemnly assured him that a gigantic conflict is on our horizon. The opposing sides will be Capital and Labor, and it will be a war to the death. American capital, they say, outrageously rich, will not yield an inch to labor except by violent compulsion. American labor, in their opinion, has not one tithe of the liberty of expression or action allowed to English workingmen. Freedom of speech, according to these authorities, no longer exists in America. Mr. Gibbs gives some incidents both of the oppression suffered by the American lower classes and of the arrogance displayed by those on top:

"I listened to your orators in Hyde Park on Sunday," an American lady tells me. "I was amazed! In New York they would have been locked up for saying such things."

The flaunting of wealth in American cities is, they say, arrogant and insulting to the laboring classes, and in spite of high and ever-rising wages the workers are determined to smash this inequality.

Everybody is striking. As soon as one "store" opens down Fifth Avenue another is closed, while its employees parade up and down with banners. Shop-girls draw wages which enable them to dress with elegance.

# SAVAGE



**He's  
Charging-  
Stop Him!**



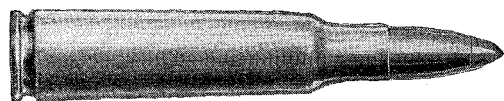
**H**ERE he comes—six hundred pounds of wounded, raving, fighting grizzly! Wicked, pointed head stretched out—evil little pig eyes glaring hate—long yellow tusks snapping in bloody foam—high shoulders rocking with effort as they drive the ten-inch hooked chisels of claws ripping through the moss—smash through the witch-hopples—here he comes!

Easy does it—take your time! The little .250-3000 Savage rises easily, smoothly, into line. Squeezing the pistol-grip-face frozen against the stock—seeing both sights—following that slaving chin with the bead—holding your breath and shutting down steadily with your trigger-finger. Bang!

Fingers racing, before the echo of the shot you're reloaded and ready again. But he's down. Crumpled end over end in his stride. That vicious little .87 grain pointed bullet, traveling 3,000 feet per second, smashed through his jaw, shivered his neck vertebrae to splinters, and splashed them through his lungs. Never knew what struck him—dead when he hit the ground.

Only seven pounds of rifle—the .250-3000 Savage. Six shots—in two seconds, if you need them that fast—and each of them with a gilt-edge target accuracy that would hit the 800 yard military bullseye, and punch enough to slam through half-inch steel boiler-plate at a hundred yards. Solid breech hammerless, with checked extra-full pistol-grip and forearm and corrugated steel shotgun butt-plate and trigger. See it at your dealer's—he can supply it. For complete description, write us.

## The Cartridge



The Savage .250-3000 cartridge rimless. Loaded with an .87 grain-pointed bullet, soft nose or full metal case. Muzzle velocity—3000 feet per second; at 100 yards. 2698 feet per second.

## SAVAGE ARMS CORPORATION

SHARON, PA.

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Executive and Export Offices, 50 Church Street, N. Y. C.



"That is too expensive," said a lady trying to buy a coat and skirt at something less than \$150.

"I pay that," said the shop assistant.

"I wonder you work," said the lady.

Gardeners, chauffeurs, domestic servants, clerks, demand three times their prewar wage and get it, but none are satisfied, and the great world of labor in the States (immensely permeated by a foreign revolutionary element) is out for big victories.

Capital is conscious of the movement, and is prepared to fight ruthlessly, with machine guns if need be, to defend its own. It is prepared to scotch all democratic liberties—freedom of speech, freedom of labor—with brutality and strength whenever it challenges the prerogatives of wealth. Only a few wise men are trying to build bridges across the gulf.

So I am told by visitors from New York, who, like some of our own prophets, have the wind up, gustily.

Another subject of their conversation, not alluded to by them unless one leads to it by a candid question or two, is the growing hostility of the big American public toward England. That is distressing to all Americans of education and broad-mindedness who know our country even a little, and find us a kindly, courteous, and likable people, not affected in speech or manner when they get used to our accent, not so arrogant and supercilious (except among rare specimens of the old-fashioned snob) as they had been led to believe.

It is painful also to intellectual Americans who only know us through our history and our literature, but have an affection for us because of old ties of blood and speech and believe that our two peoples ought to guide the destiny of the world. But there it is—this irritation, this national dislike, this hostility which is being inflamed into something like hatred.

"What is the cause?" I ask them, and their replies vary.

"Enemy propaganda," says one.

"Too much likeness between our two people," says another.

"Relations quarrel easily."

But deeper than that, because more reasonable in its argument, is the irritation aroused and deepened day by day by an elaborate, wide-spread, brilliantly organized Irish propaganda. It has a central bureau in Washington, local branches in every big city, an immense hold over sections of the press, and a tremendous political "pull."

Much of this propaganda is unfair, bitter, exaggerated, but it is easy work because of the deplorable muddle in Ireland, the impossibility of defending the present situation there, and the drift of events toward an almost inevitable tragedy.

"We have no right to express an opinion about your treatment of Ireland," said an American to me the other day, "but we can't help having an opinion, and, in any case, as long as the Irish do not get self-government there will be a rising tide of hostility against you in the United States."

"You are also suspected of imperial ambitions and greed which you are masking under the fine old pretext of defending the untutored races of mankind. . . . You had better know."

The Hearst papers, with enormous circulations among the working classes of America, are controlled by a determined enemy of England, brilliant, ruthless, and rich, so that he can buy up the best brains to help him. It would be worth while sending out missionaries to convert Mr. Hearst (a charming man in private life, I am told) to a more friendly feeling, only they would have to be divinely inspired.

The missionaries we send to America are not divinely inspired. Some of them are supercilious gentlemen with an exaggerated sense of their own importance, and the bad manners of a snob caste. Others attached to the Embassy, or working industriously in little offices of "propaganda," laugh at the futility of their own job—the feeble means they have to counteract the tidal waves of prejudice set in motion against us by hostile organizations.

The British Foreign Office either does not know, or does not care, say my American friends, who are all in favor of visitors—of the right sort—from this country to create a greater friendliness.

I confess these things I hear from Americans in London seem to me very disturbing and distressful, and are not to be ignored by the old careless policy of *laissez-faire*. It would be a world tragedy if our two peoples were to be divided by foolish antagonism. On both sides of the Atlantic there are men and women who know that these prejudices are based mainly on ignorance and twisted facts and who are eager to dispel these rising clouds by the sunlight of good will and mutual knowledge.

There is so much generosity in the heart of America, it is so easy to make a call upon their sentiment for any great ideal, that if we speak across the water with sincerity and truth we shall be heard. And if they on their side will tell us, frankly, the grievances they have against us we may shape our action

to get rid of such cause of friction. It is for the people of good will to get together, here and there.

## DESCHANEL, FRANCE'S NEW BOULEVARDIER PRESIDENT

DASHING, HANDSOME, A MAN OF THE WORLD, a very clever fellow, Paul Deschanel, who recently overwhelmingly defeated Clemenceau for the Presidency of the French Republic, was once spoken of as "the young and brilliant Monsieur Deschanel." It was at this time, twenty-six years ago, that Clemenceau and Deschanel met on another field, commonly known as the field of honor. Clemenceau had written an article in his newspaper, *La Justice*, criticizing Deschanel for an interpellation made against the Brisson Ministry on the law against anarchists. Deschanel sent his seconds to Clemenceau, who was noted as a duelist. The men met with swords, and Deschanel suffered a wound over the eye, which ended the duel.

Mr. Deschanel is noted for two peculiarities, says a writer in the *New York Times*. First, he has never consented to accept a cabinet portfolio or to form a ministry with himself as premier. This abstention, remarkable in French political life, has always been explained as due to his ambition to become President, which he believed might be more easily fulfilled if he never identified himself with any political office. Secondly, he has never accepted the decoration of the Legion of Honor. Now, when he enters the office of President of the Republic he becomes automatically grand master of that order.

Othon Guerlac, writing in the *New York Evening Post*, gives us the following glimpse of the new President's political and social career:

Entering the Chamber at twenty-eight, he was its speaker at forty-one. At forty-three he was a member of the French Academy, and as he ages very slowly, the "young" stuck to him beyond his rights and beyond common practise.

Brilliant he was likewise if the word means both intellectual and physical attractiveness. He had received a more than good education and his speeches, as his writings, bespoke true culture. He was also good-looking, had an appearance of "class," and wore clothes that fitted, a rare thing in our somewhat careless French democracy. His hair was always nicely parted and his enemies hinted that it was not free from cosmetics. "*Le pom-madé Deschanel*" is the way his political opponents, the extreme radicals and the extreme reactionaries, often called him. They said, not without truth this time, that every time he delivered one of his long prepared, finely exprest, and skilfully delivered speeches the galleries were full of well-gowned ladies.

The ritual was always the same; frequent handclapping and "*Très bien!*" would interrupt him while he spoke, and the end of the oration would be greeted by what the *Journal Officiel* calls "lively and prolonged applause" followed by a rush of colleagues to congratulate the orator. Those who did not like Mr. Deschanel used to say that he learned his speeches by heart and rehearsed them before his mirror. Pure slander! More than likely he prepared his orations with the greatest care, leaving very little to chance. More than likely, also, he was fastidious about his voice and his gestures. But why not? He could reply to his critics what Juarès once answered a colleague who seemed to reproach him for speaking too well: "I have too much respect for my colleagues to bring to them anything that I have not prepared."

The first time he made a set speech he chose a subject that did not seem to lend itself to the flourishes of oratory, namely, the tariff. Representative of a protectionist district, he rose to support the tax of six francs on wheat that was demanded by the French farmers. For the first time a tariff speech had fervor, polish, literary charm, and great eloquence. The date, June 28, 1886, is well remembered by parliamentarians. Of course, his political opponents tried to disparage this brilliant début, which they said could not be duplicated. Some likened him to Delaunay, the then famous actor of the Théâtre Français, who played the lover before an admiring house of young ladies. Others said that he would soon join in oblivion another one-night star, the famous "single-speech Hamilton," who had once startled the House of Commons only to go back to private life unremembered and unknown.

Deschanel belied those evil prophets. He was not a lazy dilettante, nor was he an imprudent tempter of fortune. His

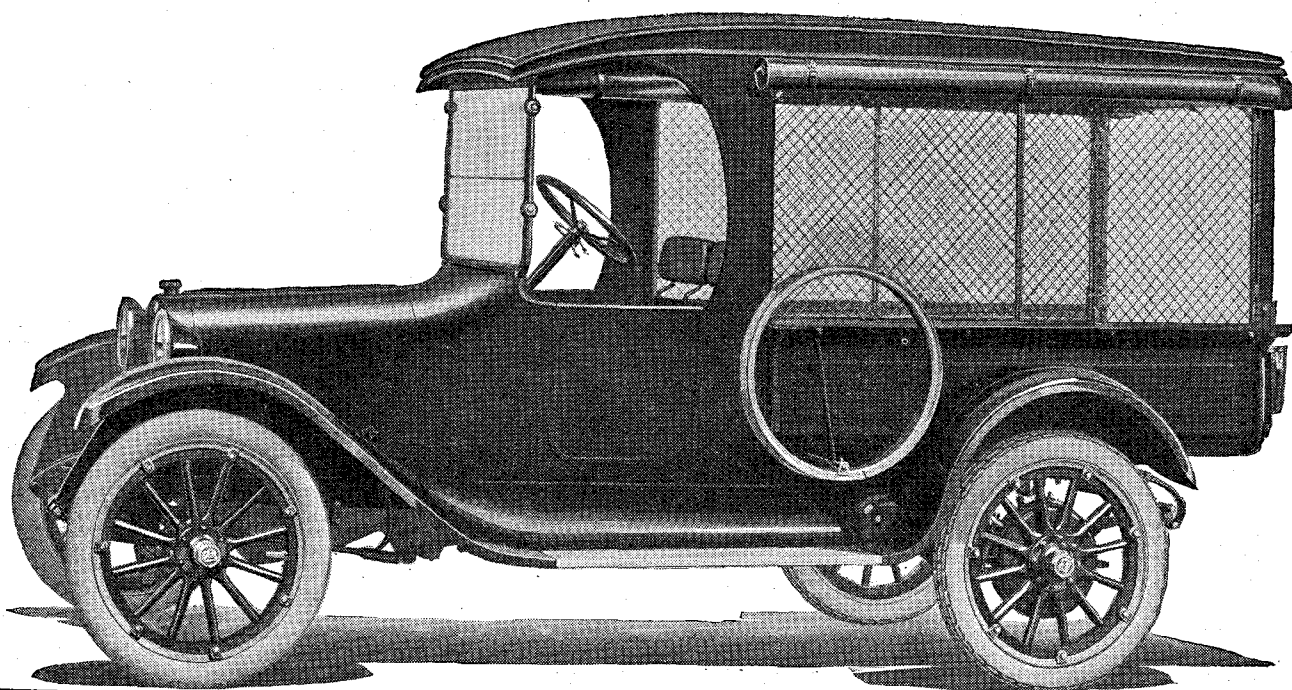


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Its record in that respect has been steadily maintained since its introduction

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principle was to remain silent until he had something to say, and then he prepared his speech with painstaking care. He appeared again at the tribune in 1888 to discuss the French protectorate of the Christians in the Near East, and again on a very technical subject, the appropriations for the Navy. And again to these most arid themes he brought his charm of manner, his finish of style, and his flights of oratory. Some of these qualities were either the result of his excellent training or the direct heritage of his distinguished father.

I heard Emile Deschanel, the elder, when, at the end of his career, he used to lecture once a week to a large and enthusiastic crowd at the Collège de France. He preceded his son in the admiration of the fair sex. They flocked to his courses, and no one could hear him with comfort who did not get there an hour before the time. He was a clever speaker with more grace than force. During the early part of his life when an exile in a foreign land he had to learn all the tricks of the lecture platform, and the audience of the Collège de France received the benefit of his experience. For this distinguished literary critic and professor of literature was also a noble citizen who had suffered for his democratic beliefs. A Republican and an opponent of the *coup d'état* of Napoleon III., he was exiled in 1851, and went to Belgium to earn his living like Victor Hugo and other martyrs of the Republican faith. That is why Paul Deschanel was born in Brussels, in 1857, at the height of the Second Empire, and that is, perhaps, why he has shown all through his life such ardent love for his country which he had first learned to cherish in exile.

Emile Deschanel gave to his son, in addition to the austere lesson and example of fidelity to principle, the best classical training that a young Frenchman could receive in Paris in the late seventies. Paul obviously felt a calling for the administrative and political life, for he studied exactly what was to prepare him for that career.

The place of his father in the esteem of the Third Republic gave him at once opportunities for political experience. Under Mr. de Marcère, now justly forgotten, altho he died not more than ten years ago, and especially under Jules Simon, the philosopher who belonged to several Cabinets, young Deschanel learned the routine of governmental administration at the center before beginning his tour through the provinces as administrator of district or, to use the official title, as *sous-préfet*. *Le sous-préfet* is often considered a ridiculous personage in France because of the disproportion between his official prestige and his real power. Mr. Deschanel was surely not ridiculous as *sous-préfet* of Dreux, Melun, Brest, and Meaux, which he administered in turn. In fact, one of these districts is the one that has elected him to Parliament for the last thirty years. He entered the House in 1885.

His politics, if we were to judge by the friends he associated with, and the Ministers he served, and the papers he contributed to, would seem distinctly conservative. In fact, in the Chamber of Deputies he soon stood out as one of the most ardent opponents of extreme radicalism then led by Clemenceau and as the very scholarly and insistent critic of a doctrine, then in great favor and well represented, namely, Socialism. Between 1886 and 1900 Deschanel had many a bout with the disciples of Karl Marx and with some of the more powerful orators of the party like Jaurès and Jules Guesde. I remember hearing once a debate between him and Jaurès on the agricultural problem and on the agrarian policy of the Socialists. The two opponents were well matched and their oratorical temperaments had very singular resemblances. Deschanel never lost the respect of his opponents because he took the pains of studying the doctrines that he attacked, and while passionate he remained always courteous and fair.

The characteristic feature of Mr. Deschanel is that altho he always was a conservative his conservatism never was the kind that is impervious to new ideas or balks at all changes. He is a progressive conservative of the same type that Mr. Poincaré belongs to. All of the reforms made by the radical party in the last few years were accepted by him. The separation of church and state, that terrifies some members of his party, he defended eloquently before the House. No doctrine, however bold, has found him inhospitable if the doctrine had in it the requirements of justice and common sense. He has studied too much, he knows too much history and too much economics to belong to the category of those who learn nothing and forget nothing.

Altho Mr. Deschanel does not claim to be an original scholar, he is justly proud of his literary output, which fills easily ten or fifteen volumes. He writes well, almost exclusively on historical, political, or semipolitical subjects. His early books were either essays on historical characters or studies of colonial subjects. His membership in the French Academy he would, however, be the first to credit to the high position he occupied and to his oratorical successes rather than to his literary merit.

## SENATOR EDGE, AN APOSTLE OF BUSINESS SAGACITY AND COMMON SENSE

"A BUSINESS MAN with a business plan" is the slogan that has carried Senator Walter Evans Edge to success in public life, particularly as the Governor of New Jersey and in the United States Senate. Lately he has fathered a bill to help finance American business with Europe. He is said to have no ambition to be a politician, or even a statesman. As a plain, practical American, he is credited with a desire to apply common-sense principles to government. His life thus far seems to have embodied this unimposing but highly pragmatic idea. As Will P. Kennedy writes in *The National Tribune* (Washington):

In the Democratic landslide that elected Woodrow Wilson Governor of New Jersey there was only one new Republican member elected to the State Senate—Senator Edge. He succeeded Wilson in the Governor's chair by the biggest political turnover the State remembers, something like 121,000; for Wilson went in with a Democratic majority of about 50,000, and Edge went in with a Republican majority of more than 69,000.

When Edge was in the New Jersey Assembly he was majority leader, and Joe Tumulty, now secretary to President Wilson, was minority leader. Edge was leader in the Senate when Wilson was Governor, and introduced the workmen's compensation law, which gave Wilson a big boost on his way to the White House. Edge had studied this problem and consulted with political leaders of the world, notably with Lloyd George in 1910 and 1911. On his initiative New Jersey passed the first workmen's compensation act including all hazards, and it was the first act that "held." Then all the manufacturers in the State were up in arms against it, and to-day they "couldn't get along without it."

Senator Edge and Secretary Tumulty are still good friends. When they were in the New Jersey Assembly together, Edge, with "Tom" McGrain, now Attorney-General, and two or three others fixt up a fine little scheme to hold the impulsive Tumulty and his followers in check. Under their scheme each of the most active Republicans was assigned to "take care of" one of the leading Democrats—in much the same way as members of a football team are ordered to pay special attention to keeping a player on the opposing team from doing anything dangerous. So that when a Republican got up to debate he did not have to diverge from his subject to argue with Tumulty or any other Democrat, but as fast as one of these would bob up some Republican stalwart would accept the issue and talk him off the floor.

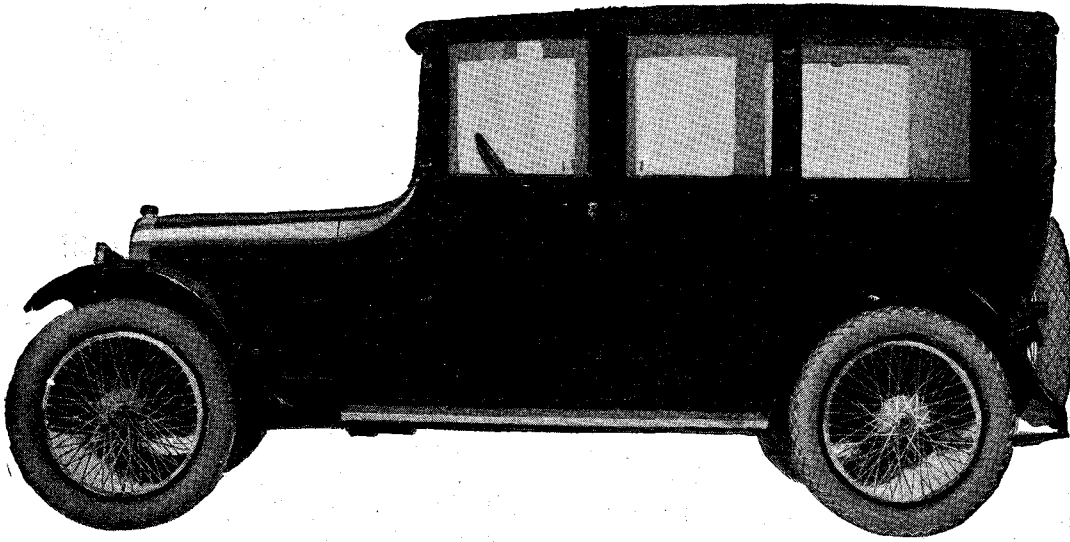
Friends in Washington of Edge and Tumulty frequently refer to the now famous "My Dear Joe" letter which Governor Edge wrote in a jocular vein after Secretary Tumulty had taken rather heated exception to the Governor's position on some matter which is forgotten, while the memory of the "soft answer" still lives. Recently Senator Edge had another pleasantry of this sort with Secretary Tumulty, who had been expressing his opinion quite frankly regarding the effort in Massachusetts and in New Jersey to entangle the question of self-determination for Ireland with the League of Nations. While Senator Hitchcock was referring to the situation in Massachusetts, Senator Edge slipped in with the following:

"It occurred to me that the Senator from Nebraska was somewhat critical as to Democracy in Massachusetts and did not seem to be very much impressed with the action of the Democratic convention in that great State. I thought it perhaps appropriate to draw his attention to the action of the Democratic party in the State of New Jersey in the State convention only a week ago. The Democratic party in New Jersey, perhaps unfortunately, has been of some consequence to the Democratic development throughout the country, and a week or ten days ago, when the Democratic convention was held in the city of Trenton, they passed unanimously a resolution as part of their platform that they would not indorse the League of Nations—mind you, the President's own State—unless it took proper care of the people of Ireland."

But to get back to "A Business Man With a Business Plan"—Senator Edge will not talk politics as politics, and will not listen to the gossip about his being "available" for consideration when the Republicans pick out a candidate for 1920. He is in politics—better, in public life—from a sense of duty to bring business methods into the conduct of the people's business. He did not enter politics with any desire or thought to be a statesman or public man. He accepted the nomination of the New Jersey legislature when abroad attending to his private business interests. He was impressed with the great



OAKLAND OWNERS REPORT RETURNS OF FROM  
18 TO 25 MILES PER GALLON OF GASOLINE  
AND FROM 8,000 TO 12,000 MILES ON TIRES



THIS NEW OAKLAND SENSIBLE SIX FOUR DOOR SEDAN IS POWERED WITH THE FAMOUS 44-HORSEPOWER, OVERHEAD-VALVE OAKLAND ENGINE

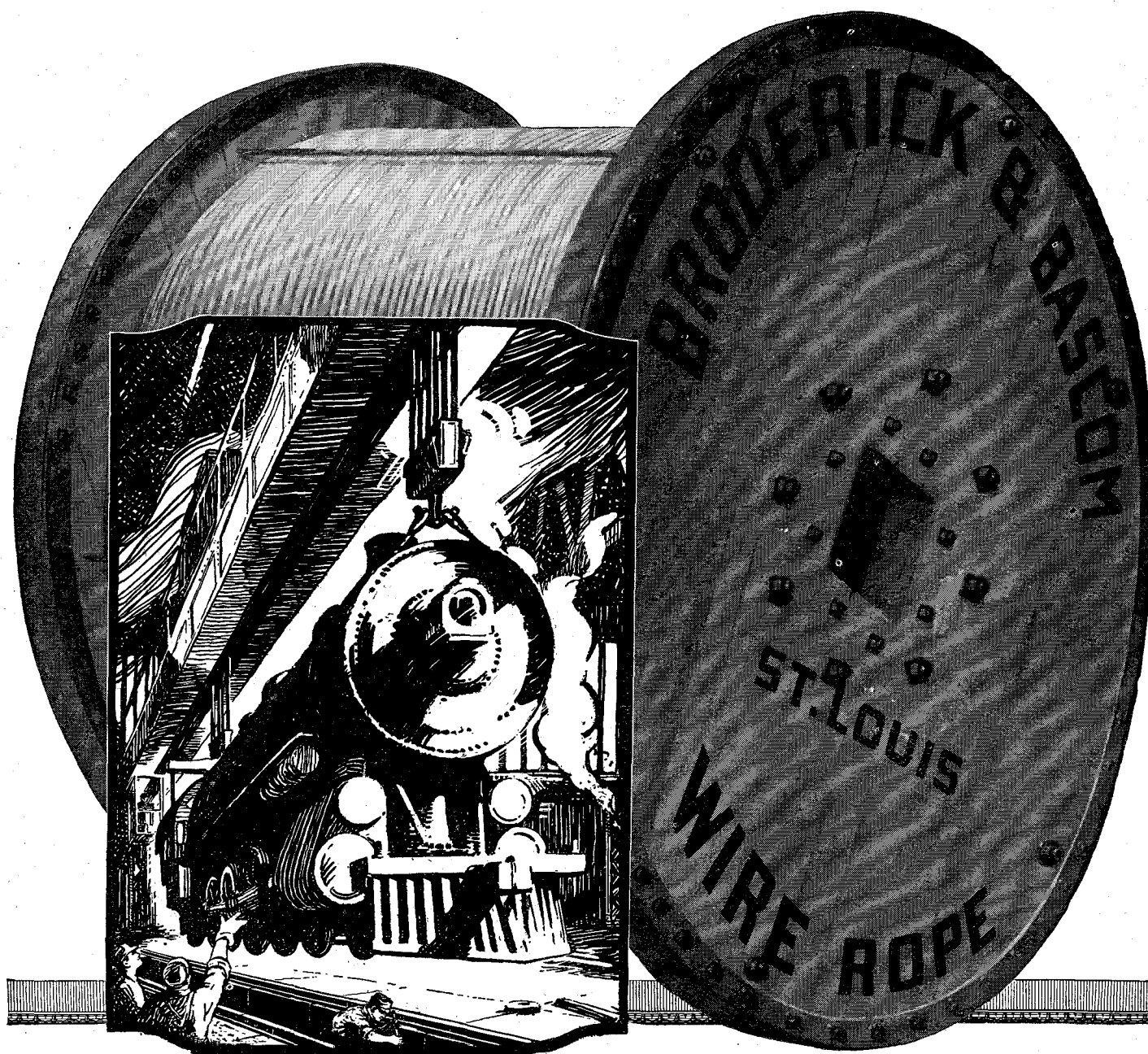
## OAKLAND SENSIBLE SIX

VERY naturally a variety of reasons enters into the selection of the many Oakland Sensible Six four door Sedans now being sold. One kind of buyer is strongly influenced by the car's secure comfort; another by its remarkably efficient and economical performance; yet another by its year-round usefulness and reliability. But in every instance there is one reason standing out boldly above all these—constituting by all means the most important factor in every sale—that is the pronounced and unmistakable value that the Oakland Sensible Six represents in the present car market. This value is one not to be measured entirely by the moderate investment the Oakland entails, nor yet by the advanced design and good workmanship embodied in its construction, but also by the fine and enduring manner in which the car invariably serves, under even the most strenuous conditions of use.

MODEL 34-C: TOURING CAR, \$1165; ROADSTER, \$1165; FOUR DOOR SEDAN, \$1825;  
COUPE, \$1825. F. O. B. PONTIAC, MICH. ADDITIONAL FOR WIRE WHEEL EQUIPMENT, \$85

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Such facile handling of great weights has been made possible by the remarkable combination of qualities found only in highest grade wire rope—tremendous strength, small diameter, sufficient flexibility to permit rapid bending.

The first wire rope making machinery between the Alleghenies and the Sierra Nevadas was installed in 1883 by the Broderick & Bascom Rope Co. The progressiveness thus demonstrated has been characteristic of this firm since its establishment in 1875.

The advent of Yellow Strand Wire Rope marked an epoch in the history of rope making. It was among the first of such high grade to be marketed and has one strand of yellow to distinguish it.

There is a certain dependableness in Broderick & Bascom Wire Rope that reflects the high character and progressiveness of its manufacturers.

Wherever economy through serviceability is desired, specify Broderick & Bascom Wire Rope. There's a grade best suited to every purpose.

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Factories: St. Louis and Seattle. Branches: New York and Seattle. Warehouses: St. Louis, New York, Seattle. Agents in every locality.

C484



## PERSONAL GLIMPSES

Continued

distance between the usually accepted principles in private business and scant attention to those principles in the conduct of governmental affairs. He thought that a business man who would devote himself persistently and with that one aim in view might introduce business principles into the people's business.

He found, for example, in investigating conditions in various New Jersey institutions that they were buying coffee here, there, and everywhere, of all kinds of quality at all sorts of prices, varying from twenty to fifty cents per pound. He got the purchasing agents together and standardized the State's purchases in two grades, and had it bought in bulk, saving many thousands of dollars on this one item.

It was through popular acceptance of his idea of bringing business practise into public life that Edge was elected Governor of New Jersey, and the legislature went Republican with him. Then he startled the people by putting on a \$15,000,000 road tax. They were startled because they had never before had a direct tax. Then the war came, and, we read:

Senator Edge saw an opportunity and need for business principles and business practise to straighten out the war-muddle and restore the country to peace, prosperity, and production.

The slogan, "A Business Man with a Business Plan," elected him Governor. It also elected him to the United States Senate. The first bill he introduced was to enable the States of New York and New Jersey to cooperate in building a vehicular tunnel under the Hudson River—a business man's bill. His second was a resolution for a budget system, and he is now on the Senate Budget Committee. He wants to see a real budget installed—one that is not a mere bluff—and he will support any man's measure that promises to be effective.

Senator Edge came to the Senate in the special session when the deficiency bills were being rushed through, and this gave him first-hand proof of the need of a budget, since even the committees could not study them closely and weed the overlapping expenditures, and the duplication of work by departments which he has found resulted in none doing what several bureaus are supposed to do.

He was impressed that right now, more than at any other time in the history of politics, there is need to curb reckless expenditure. During the war-days the various bureaus have necessarily been given large appropriations and lax oversight, but Senator Edge sees them eager to continue their lavishness, extravagance, and orgy of spending, and is determined that there shall be one central agency between Congress and the Administration departments to hold down on the needless waste of money that must come from the taxes of the people.

The third bill he introduced is known as "The Edge Export Finance Bill." This has passed.

Senator Edge has always been convinced that national contentment and happiness are dependent upon national prosperity. All the present troubles—labor, high cost of living, etc.—he is con-

vinced are due to decreased production and decreased efficiency. Therefore he feels sure that the Edge bill to finance trade and build up the market will naturally and necessarily result in increased production. The first regard is the impoverished conditions of Europe, for while they are greatly in need of American goods they have not the money to pay for them, and so the United States must provide the vehicle for extending credit, in an international way, but on the same principle as securities are hypothecated in this country to borrow money on which to do enlarged business. This will necessitate the enlargement of banking facilities to handle foreign trade and will lead to the establishment of branch banks abroad to investigate the credit of the buyers and to adjust the now practically prohibitive rates of exchange.

Some people seem to entertain the view that an embargo should be put on certain American products and they should be kept here and so get lower prices, but Senator Edge has no patience with such a policy. To use his own words, he "dis-agrees heartily." As a natural result of such a policy he foresees a reaction with less employment and a stirring up of all sorts of difficulties. And it would not lower the prices, he contends, because this country is sufficiently wealthy so that the produce and manufactures would not be sacrificed at low prices, but put in storage and held for a return of higher prices—which is the very evil we are now seeking to correct, he says.

The Edge aim is to see this country do business everywhere throughout the world, and get as near 100 per cent. production as possible, and make all business and every individual prosperous, and then there will be national happiness. "Lack of work is the great instigator of radicalism," he says, "and it gets the most recruits to the cause of the extremists."

That is what Senator Edge is trying to do in national politics—promote business—and he says frankly he hasn't time to play with small-party politics. He brings experience and the confidence gained by success in State legislation to this task. His service in the State Senate is marked by progressive legislation. It was stated above that he fathered the first practical workmen's compensation law in this country. Besides completing the task of protecting working women with a ten-hour day and securing legislation safeguarding factory-workers against dangerously constructed workshops and occupational disease, he found time to serve as head of the Economy and Efficiency Commission. This consolidated various boards and departments of New Jersey in the interests of economy and efficiency.

Later he introduced the now famous State budget system, which aimed to systematize New Jersey's finances and make the Governor the head of the financial system, and which has been accepted as a model by other States. He also fathered the act creating a Central Purchasing Bureau, which has saved vast sums of money by wholesale purchase of supplies for the State and the State institutions upon fixed standards. He also effected a saving of \$100,000 by abolishing as "useless" the State census.

So it was with a well-defined and proved platform of "business government" that Senator Edge went before the people for election as Governor. His pledge was to apply ordinary business principles to the \$30,000,000 business of the State. He designated the Governor as a business



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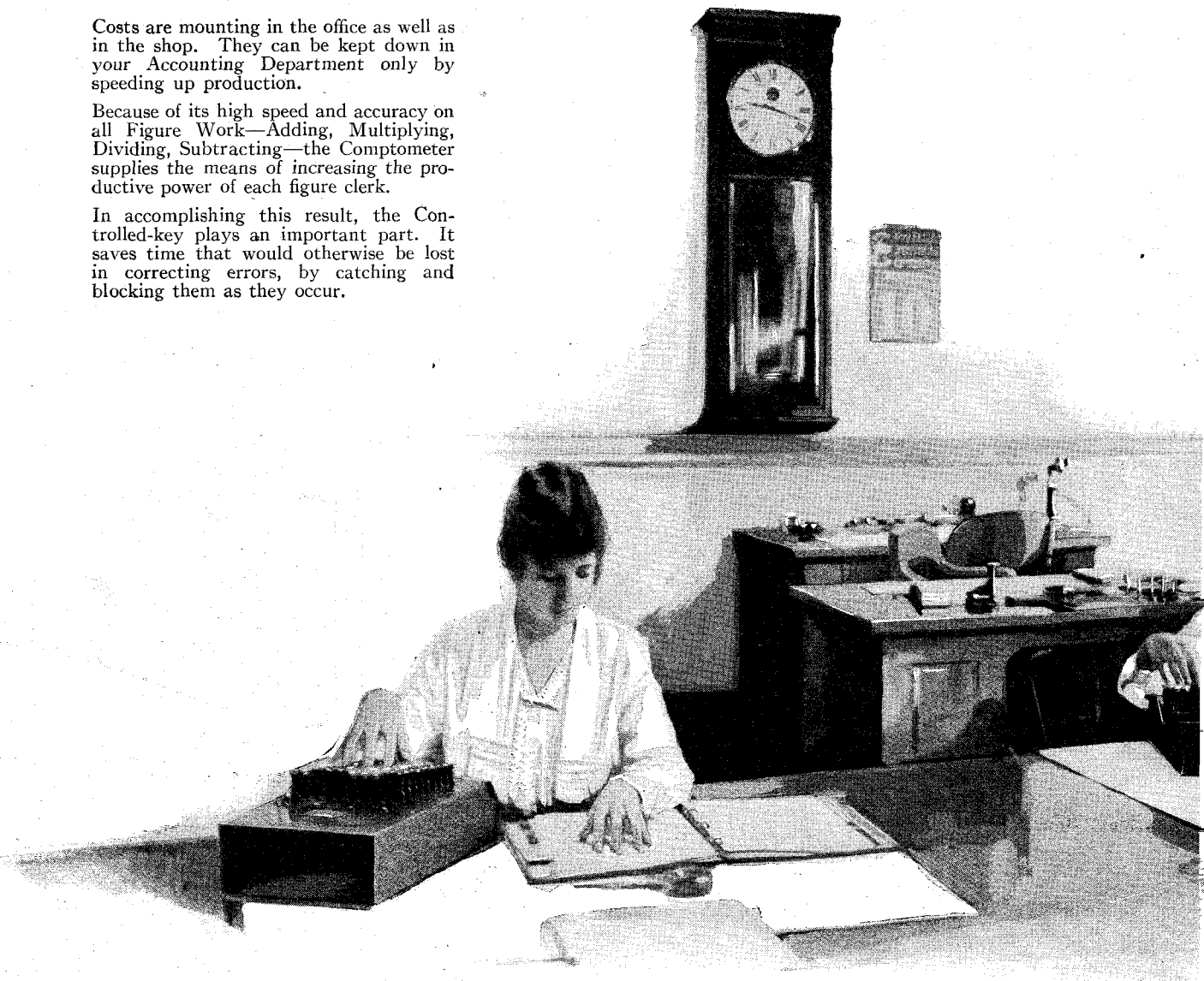


# An hour's figuring—

Costs are mounting in the office as well as in the shop. They can be kept down in your Accounting Department only by speeding up production.

Because of its high speed and accuracy on all Figure Work—Adding, Multiplying, Dividing, Subtracting—the Comptometer supplies the means of increasing the productive power of each figure clerk.

In accomplishing this result, the Controlled-key plays an important part. It saves time that would otherwise be lost in correcting errors, by catching and blocking them as they occur.



*These are the two Comptometers doing the work referred to above by Mr. Byron*

**CONTROLLED KEY**  
**Comptometer**  
REG. TRADE MARK  
**ADDING AND CALCULATING M**

# ne in fifteen minutes

*How the Comptometer accomplishes this remarkable saving for the Lufkin Rule Co.*

**I**N these days of high wages, clerk's *time* is one of the highest-priced raw materials a manufacturer buys.

Any saving in time is well worth investigating, particularly where the saving is forty-five minutes out of every hour.

Now read what A. C. Byron, Cost Accountant of the Lufkin Rule Co., Saginaw, Mich., writes:

"Handling figurework rapidly and accurately is the bugaboo of most accounting departments—but Comptometers 'cleared the air' in our organization.

"We use two of these rapid-fire calculating machines for auditing accounts, preparing factory reports and figuring costs of our 20 different departments. Six experienced clerks handle the greater portion of this work and our two Comptometers are constantly on the go—jumping from one desk to another, adding here, subtracting there and multiplying at the next desk, and so on.

"With Comptometers, this work is handled in one-fourth of the time that mental figuring would require—and our results are far more accurate, as errors are not continually creeping in from brain-fag, as was formerly the case when this work was figured mentally."

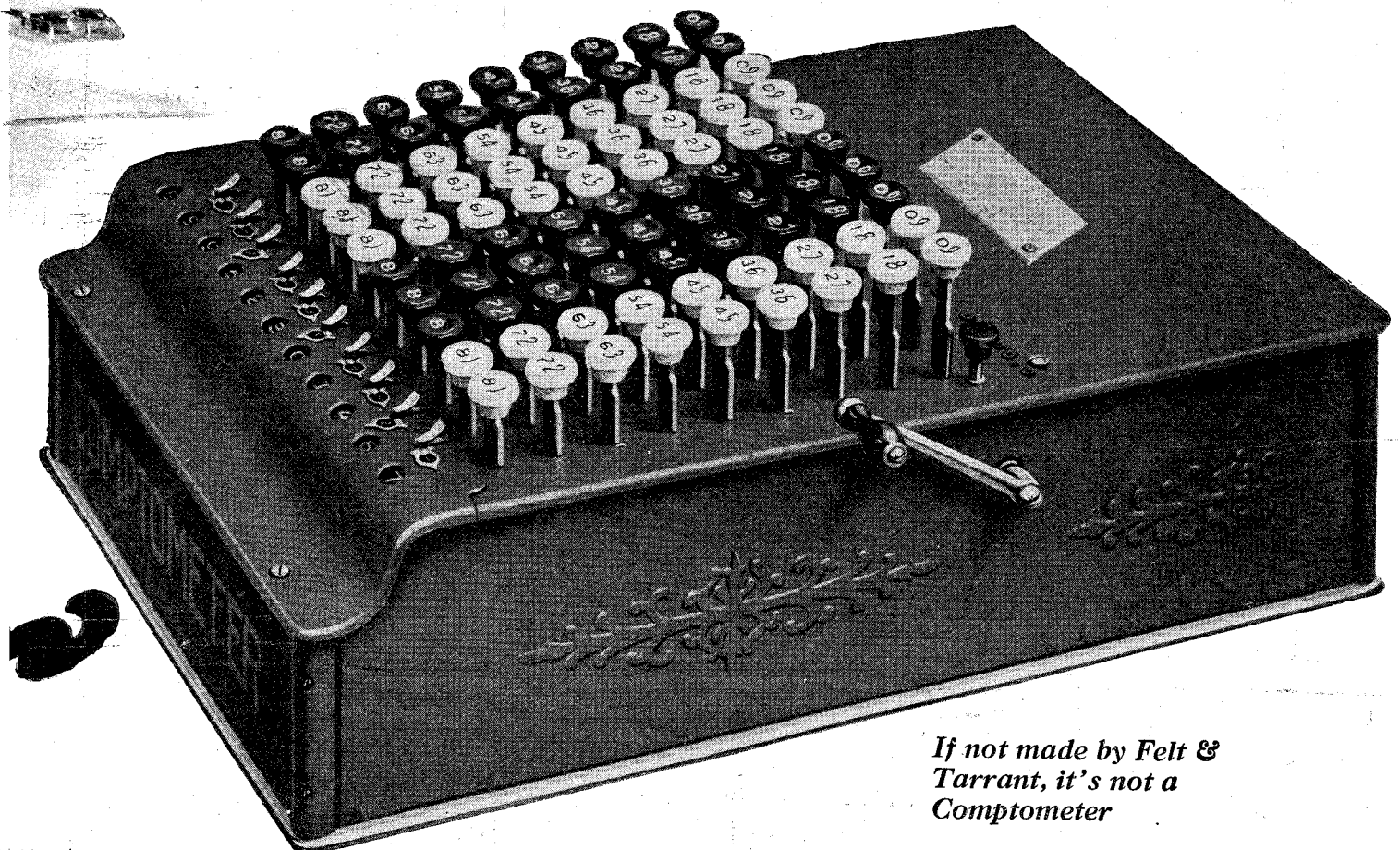
No merchant or manufacturer who has figures to deal with can afford to put off investigating the Comptometer.

It adds, subtracts, multiplies, divides with an accuracy that eliminates "brain-fag" errors, as Mr. Byron puts it.

Its direct action keyboard permits of machine-gun rapidity of operation. Its Controlled-key feature makes errors from fumbled key strokes impossible.

A fifteen-minute demonstration will convince you of the time-saving, error-checking efficiency of the Comptometer. Put it up to a Comptometer man to show you.

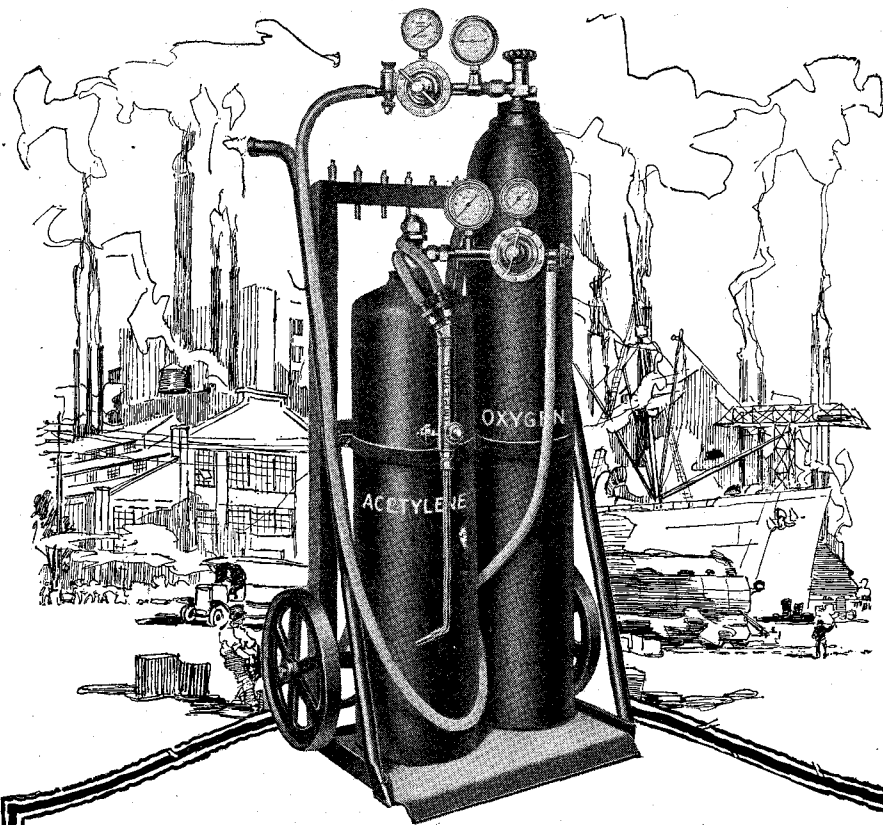
**Felt & Tarrant Manufacturing Co., 1731 N. Paulina St., Chicago, Ill.**



*If not made by Felt & Tarrant, it's not a Comptometer*

VE





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**A**MERICA must produce intensively! Industries must speed up, workmen must labor more consistently. One of the greatest factors in insuring maximum production at minimum cost is Imperial Oxy-Acetylene Welding and Cutting Equipment—particularly in making products where metal is to be joined to metal, it is quicker, surer and stronger than all former methods.

In Factories, Mills, Mines, Railways or Shipyards, Imperial Equipment eliminates expensive delays and shut-downs. It repairs broken machinery quickly and easily. Welds anything in metal, cuts everything in wrought iron and steel. Safe, Speedy, Efficient, Economical, Portable.

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# IMPERIAL PRODUCTS

## PERSONAL GLIMPSES Continued

manager, the legislature as a board of directors, and the people as the stockholders—and the stockholders have approved his administration by the largest vote in the history of the State.

He carried out his plan in the first two years he was Governor. All departmental activities were coordinated and consolidated—even as he hopes to see the Federal departments brought into unified system. The New Jersey institutions have been centralized under a single managing head. Prison contracts have been abolished and the State-use system substituted.

Mr. Edge was in Europe when the war broke out, and he worked with the American Committee in London for some time in caring for and helping to return to this country Americans who were stranded abroad in 1914.

Unlike the majority of legislators and reformers, Mr. Edge did not start to show the State and nation how to run the public business until he had made a notable success of his own business. According to Mr. Kennedy's account:

After attending the public schools in Pleasantville, N. J., he was forced to renounce a desire for higher education and to get down to the hard work of earning a living. With scarcely a dollar in his pocket he made his start in the humble, picturesque, and strenuous position of "printer's devil" in the works of *The Atlantic Review*, Atlantic City's oldest newspaper. At the age of fifteen he secured a job in the Dorland Advertising Agency, then merely a local business specializing in hotel advertising. He took such a keen interest in his work and displayed such aptitude for it that, on the death of the proprietor two years later, he bought out the business.

At the age of twenty he had started a paper—the *Atlantic City Guest*. That same winter he went to Florida and started a tourist paper there, the *Florida Guest*. He returned to Atlantic City in the spring and made his newspaper venture an all-year publication as the *Atlantic City Press*.

Meanwhile, he had been persistently working out his visions for making his advertising agency one of national and international prominence. Through his newspaper he put into operation a co-operative advertising idea in which his newspaper, his agency, and other newspapers throughout the country participated. In a remarkably short space of time Atlantic City and its hotels and attractions became advertised from one side of the country to the other and in several foreign countries. The hotel men of Atlantic City look upon him as the real publicity agent who put that now-famous resort on the map.

Thus the influence of Edge in the advertising profession became first national and then international. He established branches in England, France, Germany, Italy, the Argentine Republic, and other foreign countries to advertise the European exports. For years he has been a familiar figure in the business life of London, Paris, Berlin, as in New York or Atlantic City.

After the advertising agency began to prosper he bought the *Atlantic City Union* and consolidated it with *The Press*, which

# PERSONAL GLIMPSES

Continued

was an outgrowth of his first hotel paper. He thus founded one of the leading news purveyors of the State, with a morning and evening edition. As his growing advertising interests and other business, including banking activities, engrossed his time and he was no longer able to give his personal attention to the newspapers, he leased both of them to a company made up of young men who had been faithful in his employment.

Thus Senator Edge is an inspiration to the youth of to-day, having risen to fame and fortune by his own endeavors, and from the humblest of employment—a printers' devil—to publisher of two papers. Similarly he had risen in politics—he started in as one of the minor employees of the New Jersey Senate, from which job he got the other angle on legislation. He was a journal clerk in 1897, 1898, and 1899, and served as secretary of the Senate in 1901, 1902, 1903, and 1904.

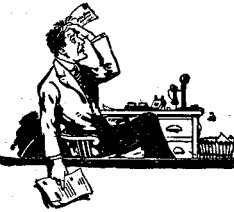
He was a Presidential elector in 1904, and in 1908 an alternate delegate-at-large to the Republican National Convention in Chicago. The next year he was elected to the New Jersey Assembly from Atlantic City by the phenomenal plurality of 7,798 over Burgan, the Democratic candidate. Thus it will be seen that "phenomenal pluralities" were not a novel experience for Mr. Edge when he was elected Governor in 1916 by a margin of 69,647 votes, which was 18,003 more than the largest plurality ever received by a gubernatorial candidate in New Jersey.

In the State Assembly he had the distinction of being House leader the very first year he occupied a seat in that body. He was promoted to the State Senate in 1910 by a plurality of 5,496 over Langham, Democrat. In 1912, he was made leader of the Senate majority while Wilson was Governor. The following year he was re-elected by a plurality of 3,990 over Shaner, Democrat. In 1915 he served as president of the Senate with much dignity, ability, and impartiality, according to the vote of his colleagues. For five weeks, in 1915, he was acting Governor of the State while Governor Fielder was attending the Panama-Pacific Exposition in California.

He was nominated for Governor at the primary election of September 26, 1916, with a plurality of 3,611, over Austen Colgate. At the regular State election, held on November 7, 1916, he was elected Governor over H. Otto Wittpenn by a plurality of 69,647. He was inaugurated on January 16, 1917, for a term of three years.

Governor Edge's record as war Governor caused him to be nominated in the Republican primary for the United States Senate in 1918, to take part in the reconstruction program. His plurality was 71,575, and in the following November he was elected to succeed Senator David Baird and to serve for the full term of six years. He has not been idle since his election. At the same time he is not what might be called an intemperate worker. As we read:

All this sounds as tho Walter Evans Edge—who on November 20 will be forty-



## Heavens! What did I forget?

A picture much like this has hung for years in the office of many an electrical contractor. Its title is "The Successful Bidder."

There is an almost pathetic moral in this graphic representation of the biggest delusion the contractor has had to allay, namely—

That low bidding does anybody any good.

In fact, it is a question whether the speculative end of the contractor's business hasn't cost the man who accepts the bid more than he ever saved by it.

You can pay less—yes; but you will get less.

The contractor has three things to sell: skill, superintendence and materials, each with a market value that competition has pretty well standardized.

If then he is offered less than his standard of quality will meet, it is not his purse that suffers, but your job. You may not know till later that all electric wire isn't just wire, and it is the same with all electrical devices.

When you pay what the job is worth you get reliable materials, you place yourself in the preferred customer class, with first claim on your contractor's services. You fix it so he can approach the work with true artisan's enthusiasm, with ready suggestion and unselfish advice.

This may seem to run counter to the old axiom for buyers—"get the most for the least." But does it?

It is being proved pretty fast that a little extra money allowed on a contract bid buys good-will, which in turn works for you to drive a longer bargain. For you must live with or work with an electrical installation long after the estimate sheet is brown at the edges.

If you pick the right contractor, fair price will never cost you any money, but you will not always find the right contractor down at the bottom with the low bid.

*Published in the  
interest of Elec-  
trical Develop-  
ment by an In-  
stitution that  
will be helped by  
whatever helps  
the Industry.*

## Western Electric Company

**No. 10** *Western Electric is helping to popularize the use of electricity by distributing the products of electrical manufacturers at less cost than they can do it themselves. Through branches in all large cities, this Company serves every electrical requirement of home, office, factory and farm.*



# PERSONAL GLIMPSES

Continued

six years old—has lived a one-sided life of all work and no play—busy all the time with business, making money, and advancing in politics by leaps and bounds. Yet, he was as active, fun-loving, venturesome, and fond of sports of all kinds as most other young men, and has gone further than most young men in winning success in many lines of sport. In his youth he thought he was something of a bicycle-rider, and so did many other people. He was an amateur bicycle-racer, and there are several gold watches, pianos, and building lots in various parts of the country that he acquired as trophies of his skill. He still enjoys horseback-riding and presents a fine figure. He has ridden in many parades in Washington and in various parts of the country, as well as when enjoying his favorite pastime of hunting. He is a thorough sportsman.

Senator Edge delights to steal away from his own business and the people's business during "the season." He belongs to the famous Blooming Grove Hunting Club, in Pennsylvania, and the equally renowned Norias Shooting Club, in Texas. He has shot in pretty nearly every country—Germany, England, Scotland, Africa, etc. He has crossed the Rocky Mountains on horseback, and killed antelope, elk, deer, and mountain sheep. Not long since he spent four months in Wyoming and the Rocky Mountains, and hears the mountains calling him again.

Only the other day he returned from one of his periodical salmon-fishing trips—only he doesn't talk about fishing for salmon, he "kills" them. He was at Restigouche, the famous salmon stream in New Brunswick. That's how he puts himself in shape for the strenuous pace he leads in business and politics.

When in Washington his favorite recreation is golf, and to use his own words, he plays "a rotten game, but likes it."

Since coming to the United States Senate, Mr. Edge has enjoyed doing all he could in the interests of the soldiers. Few men in either branch of Congress have had more appeals from the soldiers, and none has acted quicker or more earnestly in behalf of the men in uniform. The Junior Senator from New Jersey is most heartily in sympathy with all those who went forward under the flag—because he is a Spanish War Veteran himself. He responded to the call of country at the outbreak of the war with Spain in 1898. On account of his activities in the Morris Guards, an independent military company of Atlantic City, which was mustered into the United States service in the Spanish-American War as Company F, 4th New Jersey Volunteers, he was commissioned as second lieutenant.

Some years later he served as Captain of Company L, 3d Regiment New Jersey National Guard. He served on the personal staffs of Governors Murphy and Stokes, of New Jersey, and subsequently was Lieutenant-Colonel and Chief of Ordnance Department on the staff of Maj.-Gen. C. Edward Murray, commanding the New Jersey National Guard.

In Atlantic City there is a Walter E. Edge Garrison of the Army and Navy Union, and he has also served as head of the Boy Scout movement in Atlantic County.

# SPECIMENS OF IRISH LEGAL REPARTEE FROM SOME DUSTY RECORDS

THE proverbial Irish proclivity for wit and humor flourishes even in legal proceedings, and may be found in the dusty records of many a case long since settled and forgotten in the Emerald Isle. A writer who signs himself "A Dublin Barrister" has lately unearthed a deal of pleasant gossip and repartee about the old and comparatively recent litigation in Irish courts. In the course of a detailed review in *The Irish World and American Industrial Liberator* (New York), the barrister recalls incidents from the career of Daniel O'Connell, the great Irish parliamentarian and lawyer. O'Connell, we read, once defended a man named Hogan, charged with murder. A hat believed to be the prisoner's was found close to the body of the murdered man, and this was the principal ground for supposing Hogan to be the murderer. The Crown counsel made a strong point on the hat, which was produced in court. O'Connell cross-examined the man who identified the hat:

"It is not different from other hats," said O'Connell.

"Well, seemingly, but I know the hat."

"Are you perfectly sure that this was the hat found near the body?"

"Sartin sure."

O'Connell proceeded to inspect the hat, and turned up the lining, peering very carefully into the interior. "Was the prisoner's name, P-a-t H-o-g-a-n (he spelled each letter slowly), in it at the time you found it?"

"'Twas, of coorse."

"You could not be mistaken."

"No, sir."

"And all you swore was as true as that?"

"Quite."

"Then go off the table this minute," cried O'Connell.

Addressing the judge, he said: "My lord, there can be no conviction here. There is no name in the hat."

The prisoner was at once acquitted.

O'Connell was endeavoring to change the venue in an action from Dublin to Kerry. The motion was resisted by a Mr. Scriven, a gentleman strongly opposed to O'Connell in politics, and of a somewhat forbidding countenance. He stated that he had never been in Kerry and had no knowledge of that part of Ireland.

"Oh," replied O'Connell, "I will be very glad to welcome my learned friend and show him the lovely lakes of Killarney."

"Yes," growled Mr. Scriven, "I suppose the bottom of them."

"No, no," retorted O'Connell, "I would not frighten the fish."

A Mr. Bennett, a leader on the Munster circuit, was of a somewhat morose temper. On one occasion Mr. Bennett, having to go from one court to another, and fearful of the draft in the corridor, asked O'Connell to lend him his fur cap, which was then lying on the seat beside him. "You may take it with pleasure," replied O'Connell, "only as this is the cap of good humor, I fear it will not fit you."

With the sole exception of O'Connell, the greatest Irish advocate of the nineteenth century was Mr. Robert Holmes,

who died in 1852 in his ninetieth year. Mr. Holmes was a brother-in-law of Robert Emmet the leader of the insurrectionary movement of 1803, and was himself arrested during that period as a suspect, altho he was wholly innocent of treasonable practises. Emmet's execution and his own wrongs had made him an implacable hater of English administrations. He refused again and again the offers of "silk" which were prest upon him, and declined the office of Solicitor-General, which was at his disposal as a member of the outer bar. Mr. Holmes's wit was of a somewhat caustic order. Here are two specimens of his sarcastic humor:

Having in vain prest a point in favor of his clients upon the Barons of the Exchequer, who one and all were quite against him, he said he would be content if they allowed him to refer to a very recent judgment of the Court of Appeal in England which he thought in point. "No use at all, Mr. Holmes," said Chief Baron O'Grady, who probably suspected what was coming. "Only two lines, my lord," persisted Holmes.

"Well, Mr. Holmes, as you say it is in point let us have it," remarked Baron Pennefather.

Holmes opened a recent number of the House of Lords cases and read from the judgment in an appeal case reversing the decision of the Irish Court of Exchequer: "The Court of Common Pleas in Ireland is seldom right—the Court of Exchequer, never." While Bench and Bar were quite taken aback by this instance of Holmes's sarcasm, Chief Baron O'Grady drawled out: "Now, Brother Pennefather, see what you got by your politeness."

One one occasion Mr. James Scott, Q.C., came into the Queen's Bench when a case had been called, very heated, and said: "My lords, I beg to assure your lordships I feel so exhausted I am quite unable to argue this case. I have been speaking for three hours in the Court of Exchequer, and I am quite tired, my lords, and pray excuse me, I must get some refreshment."

The Chief Justice bowed and said: "Certainly, Mr. Scott"; so that gentleman left the court.

"Mr. Holmes, you are in this case," said the Chief Justice; "we'll be happy to hear you."

"Really, my lord, I am very tired, too," said Mr. Holmes.

"Surely," said the Chief Justice, "you have not been speaking for three hours in the Court of Exchequer! What has tired you?"

"I have been listening to Mr. Scott," was the sarcastic reply.

The writer tells one of the earliest *mots* of Jeremiah Keller, the noted Irish King's Counsel and wit of the late decades of the eighteenth century and the earliest decades of the nineteenth. To quote:

A young barrister, who lodged in the house of a Mr. Moore, a grocer in Aungier Street, Dublin, invited some friends, of whom Keller was one, to dinner. Immediately after dinner the servant announced that "Mrs. Moore was confined, and the baby was a boy." The host proposed the adjournment of the party to a neighboring tavern, where they could indulge their merriment without disturbing his landlady. "Quite right," said Keller, "that we should adjourn *pro re nata*." The baby whose birth caused the adjournment of this convivial party was Thomas Moore, the illustrious Irish poet. The date

## The United States Rubber Company Announces a Grainless Rubber Compound For Solid Truck Tires

The United States Rubber Company has now perfected a method of compounding rubber by means of which the grain is entirely eliminated. For years rubber manufacturers have been experimenting to develop such a compound.

It is this "grain" in rubber—similar to the grain in lumber—that is largely responsible for the splitting and cracking of solid tires.

Rubber with a grain naturally splits or pulls apart along the lines of the grain when subjected to heavy load strain and road impact.

The new rubber compound *without grain* eliminates entirely any tendency to split, because it does away with the points where splitting *starts*. It has no weak spots.

A solid tire made of grainless rubber compound has none of the tread defects of the ordinary solid truck tire.

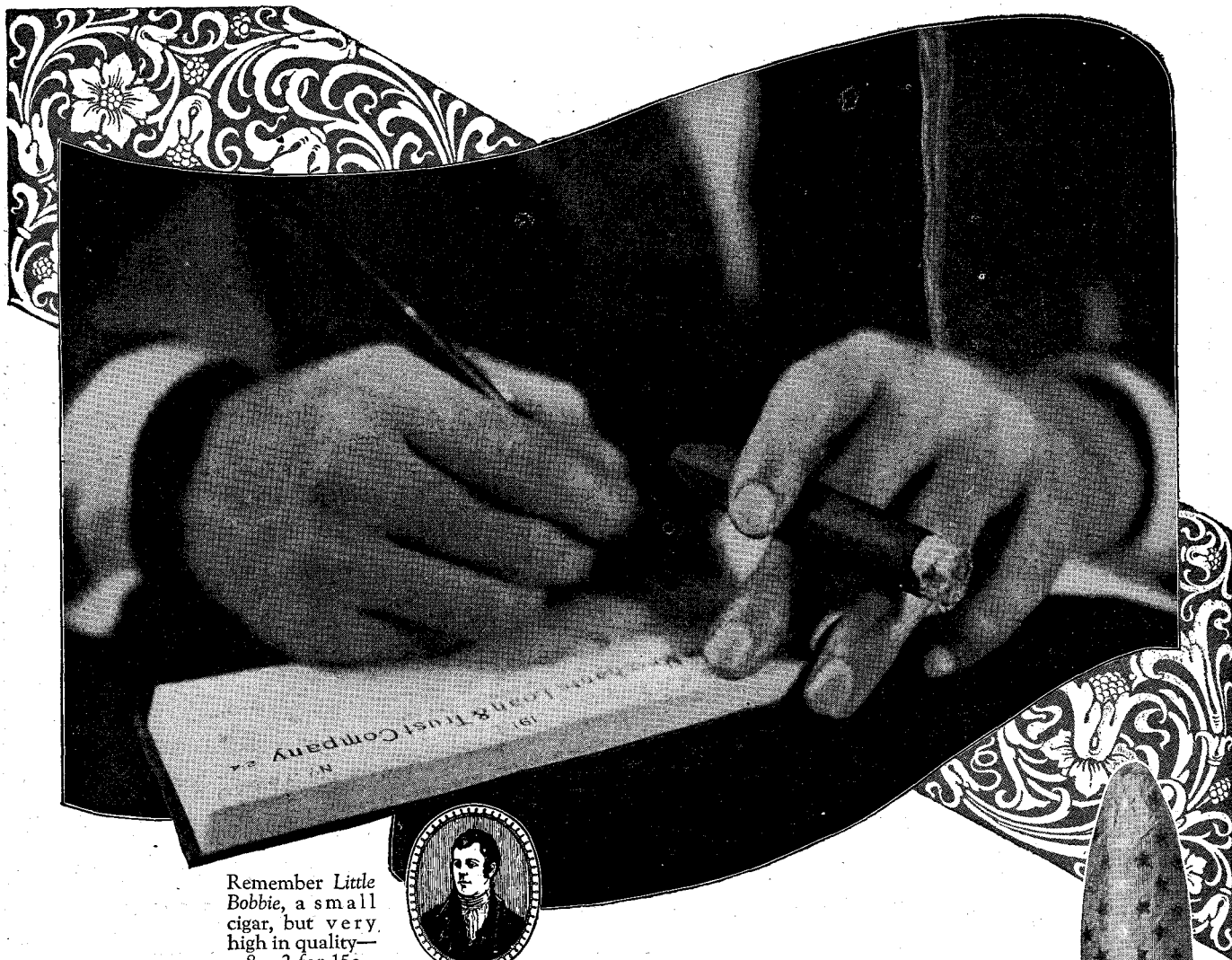
This new method of producing a grainless rubber compound, and this company's new process of vulcanizing the rubber to the steel base, together have produced a solid truck tire the exceptional quality of which has already been proven by performance.

This quality is backed by the good faith of the United States Rubber Company, the oldest and largest rubber manufacturing company in the world.



### United States Tires are Good Tires





Remember Little  
Bobbie, a small  
cigar, but very  
high in quality—  
8c; 2 for 15c  
Box of 50—\$3.50



## The Verdict—Mild Havana

THE present trend is, obviously, toward cigars of the milder type having full Havana fillers, like Robt. Burns. In this connection the rapidly increasing popularity of Robt. Burns is worth a moment's thought.

In achieving mildness, coupled with Havana fragrance, Robt. Burns has steadily upheld the Havana tradition which no true smoker would dispense with willingly.

The natural vigor of his full Havana filler is tempered to just

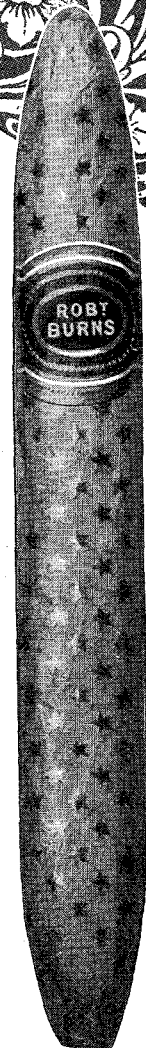
the right degree of fragrant mildness.

All hand workmanship goes into Robt. Burns. His leaf is rolled by men who understand how good cigars are made.

Experienced dealers know the futility of offering "just-as-good" for Robt. Burns. But let your own smoke palate be the judge. Mild Robt. Burns is bound to back up good words with good deeds.

*General Cigar Co., Inc.*

DEPENDABLE CIGARS  
119 West 40th St., New York City



ROBT. BURNS  
Longfellow  
(Foil-wrapped)  
15c  
Box of 25—\$3.50

HAVE YOU TRIED ONE LATELY?

# Robt. Burns Cigar



# PERSONAL GLIMPSES

Continued

of his birth and of Keller's joke was May 28, 1779.

Keller, on being appointed executor to the will of a very eminent shoemaker, whose affairs were so complicated as to render a suit for the administration of his personal estate a necessity, was asked in what capacity he proposed to sue. "Of course," was the ready reply, "I'll shoe as sole executor."

In an argument at the bar, Mr. Amory Hawksworth, a very eminent member of the Munster Bar, who was opposed to Keller, much impressed the judge, who asked, "What reply do you make to that, Mr. Keller?"

"This, my lord," replied the wit:

"Amory Hawksworth, Amory Hawksworth. Little your talk; little your talk's worth."

When Mr. Edward Mayne, a pretentious, silent, decorous person, who had contrived by solemnity of manner to impose himself as a great lawyer on the public, was elevated to the bench, Keller, one of his contemporaries, came into court and, in a tone which could reach the bench, said as if thinking aloud: "Well, Mayne, there you are; there you have been raised by your gravity, while my levity sinks me here."

A Mr. William McMahon, who became, in 1814, Master of the Rolls in Ireland and was created a baronet, was wont to confuse metaphors somewhat strangely—so strangely, indeed, that it was believed that the confusion was not undesigned, and meant for the purposes of mirth. Here are examples: "Gentlemen of the jury, I smell a rat, but I'll nip it in the bud." Again: "My client acted boldly; he saw the storm brewing in the distance, but he was not dismayed; he took the bull by the horns and he indicted him for perjury."

The late Baron Green and Mr. Justice Crampton were on circuit together at Ennis. They were taking a stroll in the morning before going into court and, approaching a crowd of persons going into the town, were accosted by a man who civilly took off his hat and said: "Maybe, gentlemen, you were in the court yesterday?"

"Yes, my man," replied Baron Green.

"And can your honor tell us what was done to the boys of O'Shaughnessy's?" (The reference was to men tried for faction-fighting.)

"I do not know," answered the Baron; who had been engaged in the record court, "but I think this gentleman"—indicating his brother judge—"may know all about them."

"They were all acquitted," said Judge Crampton.

"Then, by the powers," shouted the rustic, "they must have had great interest intirely."

When they were out of reach of hearing by the crowd, Baron Green gravely observed: "Oh, Crampton, how well that fellow knew you!"

A barrister, whose son did not bear a high character and had been lately robbed, on meeting Parsons said: "Did you hear of my son's robbery?"

"No, my dear friend," replied Parsons. "Do tell me. Whom did he rob?"

A country gentleman, who was suspected of sympathizing with the rebellion of 1798, wished to clear his character to Parsons and, repudiating all disloyal inclinations, said: "It is well known I have a stake in this country."

"Faith, if you have," said Parsons, "there's a pike at the other end of it." Baron Green accorded to Mr. O'Flanagan, who has related them in his "Munster Circuit," the following witticisms of Lord Norbury:

When charging the jury in a breach of promise, the letters of the faithless defendant had been so long in the plaintiff's pocket, or so often shown to her sympathizing friends, that they were greatly frayed at the folds and almost in tatters.

"Gentlemen," said Lord Norbury, carefully holding up one of the epistles to the gaze of the jury, "it's easy to see that these are love-letters, because they're so mighty tender."

In a case wherein the plaintiff's attorney's name was Norman, he seemed quite jubilant, as tho. anticipating a verdict. The Chief Justice said: "Take care, it's not the Norman conquest yet."

When Lord Brougham charged him with having fallen asleep on a trial for murder, he is reported to have declared that he would resign in order to demand satisfaction, as "That Scotch broom (Brougham) wanted nothing so much as an Irish stick."

Some further instances of O'Connell's daring but successful humor in the defense of prisoners are given:

Two brothers were indicted for incendiarism at Ennis. It was alleged that a police barrack had been ignited by means of a jar of pitch found half consumed near the burned barrack. O'Connell, who was engaged for the defense, contrived to get a skillet containing pitch secretly placed near the witness-chair. The principal witness swore that he discovered the barrack on fire, and knew it was set on fire by pitch, for he got the smell of it. He was then cross-examined by O'Connell:

"You know the smell of pitch then?" said O'Connell.

"I do, well," said the witness.

"You seem a man able to smell pitch anywhere?" said O'Connell.

"Anywhere I found it."

"Even here in this court-house if it was here?"

"No doubt I would."

"And do you swear you don't get the smell of pitch here?" asked O'Connell.

"I do," solemnly replied the witness. "If it was here I'd smell it."

O'Connell then disclosed the pitch which was placed near the witness-chair and told him to go down. This ruse saved his client.

At Limerick O'Connell was defending, in a hopeless case, two men for robbery. A young priest gave evidence as to their character for honesty. He replied to the questions of counsel in stilted terms, and made use of *sesquipedalia verba*. Judge Torrens at length cut him short. O'Connell assuming an air of great indignation, address the prisoners:

"My poor fellows, bigotry is on the bench, and when your excellent young priest has been so ignominiously turned out of court I am in despair of being able to serve you. Here are your brief and fee."

He then muttered in a stage whisper, as if thinking aloud.

"My innocent clients, I despair altogether now of your acquittal; never were men hanged so unjustly. The only hope I can look to is that, if your sentence is not carried into execution before the twelve judges meet, I may bring this case before them."



## Hide it from your Wife!

Every little while some lady writes to me that I ought to tell women that Mennen Shaving Cream is a marvelous complexion soap.

I refuse to do so for I believe that if there is anything in this world a man is entitled to call his own, it is his shaving kit.

Suppose your wife were to learn what a suave, delicious lather she could enjoy with a speck of Mennen's and cold water, leaving her face and hands all soft, freshened up and rosy—how long would even our giant size, 50 cent tube last?

So it's my advice to hide Mennen's in a nice dark corner in your bathroom cabinet in behind the kids' castor oil, or some fine morning you'll find an empty tube and have to shave with the stuff your wife calls complexion soap. You'll understand then why women worry about their complexions.

What I started to say, when I drifted onto this woman matter, is, that if you've never tried Mennen's, but have conservatively and profanely clung to the caustic shaving soap you learned to shave with, I want to point out three important superiorities of Mennen's:—

1. You positively do not have to rub in the lather to get a gorgeous shave.
2. You can get the same result with cold water as with hot. Even hard water makes no difference.
3. Because the Cream contains no caustic and is rich with soothing balm, it leaves the face feeling fine.

My 12 cent demonstrator tube offers a cautious way to learn whether I am honest or just a paid enthusiast.

*Jim Henry*  
Mennen Salesman

THE MENNEN COMPANY  
NEWARK, N.J. U.S.A.



## PERSONAL GLIMPSES

Continued

Judge Torrens was the dupe of O'Connell's ruse. He disclaimed intention of dealing harshly toward the priest, and invited O'Connell to continue the defense. The case went on, and the judge laid so much stress on the character given to the prisoners for honesty that they were acquitted by the jury.

DAYS OF PORK AND PLENTY IN  
RURAL MISSOURI

THE bare announcement that "it is hog-killing time in old Missouri" may not have a particularly rapturous sound, but if it hasn't, the fault is not so much in the fact itself as in a lack of appreciation for what those few and simple words signify. With cold weather the activity started. The plump porkers, finished with corn-feeding, were converted, at neighborhood events, into country sausage, backbones, bacon, hams, spareribs, and other delectables of country living. "Over here in Clay County hog-killing is a neighborhood event," writes a correspondent of the *Kansas City Star* from Parkville, Mo. "One group owns a complete butchering outfit: scalding tank, big rendering-kettle, sausage-mill, large press, knives, saws, cleavers—all the tools of the trade, so to speak. These are hauled from place to place, as each member selects a butchering day." As for the actual industry and products:

The men do all the work connected with hog-killing, cutting up the carcasses, trimming the hams, shoulders, and bacon-sides, and placing them in the cure, preparatory to smoking. All of the surplus fat, leaf-lard, and trimmings are cut up and rendered in a big open kettle. The meat-trimmings are ground through the mill for sausage.

All of this work is performed by the men, the women-folk prepare the dinner, and an attendance of twenty-five or thirty is a common occurrence at these killings. A custom that insures fresh sausage through the butchering season is that each neighbor carries a "stick" of sausage home with him from the scene of butchering. Then in turn, when he butchers, his neighbors are similarly supplied until all have butchered and in this manner paid their sausage obligations.

And such sausage! Think of including the tenderloins and pork-chops in the sausage. But it isn't a waste. There is no waste to sausage, and with this content it is not only pure work but the most appetizing in the world.

Jim Sparks is the official sausage-maker for my neighborhood, just as Nony Elam is generally delegated to render the lard. Both are master-hands and each product is justly famous. Narrow sacks made of unbleached muslin hold the sausage. These vary in size, holding up to ten pounds of sausage. In the country these sacks are known as "sticks," and in hog-butchering season a member of the communal hog-killing reckons his available if not visible supply of sausage by the number of "sticks"

still due him from his neighbors, whose hogs are still absorbing corn.

Sausage is only one of the by-products utilized from the porker. There are others the city-dweller seldom hears of and only rarely experiences the pleasure of eating. There is *leberwurst*, for instance. As compared to country-made *leberwurst* after the following recipe, the product bearing the same name found in the city butcher-shops is a tasteless, insipid, and innocuous imitation. Here's the way it's done:

The liver is cut into small pieces, cooked until thoroughly tender, and then passed through the food-chopper. The upper part of the hog's head, after being thoroughly cleaned, is then put on to boil until so tender the meat falls off the bones. This, too, is seasoned, ground through the food-chopper, mixed with the liver and with the rich liquor in which it was cooked and stuffed like sausage into a narrow muslin bag. It is sliced and served cold, which is the only cold thing about it. The warm avidity with which it disappears from the table is a striking illustration of how quickly the good things of this world can fade. The one thing that approximates it in flavor is imported goose-liver sausage, now rarely found in the delicatessen shops and then at a most H. C. L. of a price.

Instead of using the head a pork butt or a section of the meaty backbone may be used, which will leave the head to be utilized for soups or head-cheese. The method of preparation is practically the same except that the ground-head meat is mixed with the liquor it was cooked in and the whole poured into a crock to be cooled and molded to a form where it can be sliced. The meat and fat of the hog's head form a gelatin or jelly that binds the whole together. This, too, is served cold and is a real treat.

Some day some homely poet will take his humble pen in hand and chant the praises of scrapple to the rest of the world. When there dawns some keen, snappy, winter morning, and the breath of outside air you've met in doing your chores has sharpened your appetite, then you are ready for scrapple. A section of backbone or other piece of pork is boiled until it can be easily shredded through the food-chopper. Mix this with corn-meal prepared as one does mush, and stir in the particles of meat and the rich stock in which it was cooked. Set it to cool, and slice and fry as with mush. You can only realize by tasting how far short this feeble description is of the mouth-watering qualities of this dish. One of my neighbors was testing this one day and his opinion was asked. His face was too full to permit of a lengthy encomium, but he did fairly well with one word: "Larrapin!" he gasped. It is.

Lard is rendered in a big iron kettle usually placed over a wood fire in the open. It is kept constantly stirred to prevent scorching. When all the grease has been boiled out of the fat and the particles of fat have turned a light doughnut brown, the kettle is emptied into the lard press. The pieces of browned fat still contain a certain amount of grease, and pressure is placed on them in the press until all grease is squeezed out.

The residue comes out of the press in a round cake and this is lard "cracklin's"—crisp and crumbly. The thrifty farm-wife uses most of it in making a hard lye

soap. From an economical view-point this is both practical and praiseworthy, but it reads like desecration when its higher culinary virtues are considered. For, tell it to the world, cracklin' corn-bread is the invention of a genius.

Corn-meal, an egg, sour milk, sugar, salt, and finely crumbled cracklin's stirred into the mixture, the whole spread into a long pan and placed in a baking hot oven! And then—it appears on the table, smoking hot, yellow as gold and only waiting for a lump of fresh, sweet butter—to melt in your mouth. As the ancient colored man remarked: "Go 'way, cake; yo' done los' yo' sweetness."

City folk are likely to be skeptical when country spareribs and backbones are mentioned with the enthusiastic appreciation of the initiated. The difference between the city edition of spareribs and the country product is that one has the pleasure of polishing the country style himself while that of the city has apparently been passed over an emery-wheel to remove most of the meat and polish the bones for the purchaser and would-be consumer.

Country spareribs baked to a glorious brown in a pan otherwise filled with sweet potatoes is one of those experiences that live in memory. Spareribs and country-made *kraut* is another, and backbones, baked and boiled with potatoes or not, is yet another dish that hallows hog-killing days in the countryside. And there are others:

Frying down sausage is one way the farm-wife has of extending the time of enjoying fresh home-killed pork. The sausage is fried in a skillet and the cooked slices placed in a tin fruit-can or earthen jar and melted grease or lard poured over the top until the meat is covered. The can is sealed or the jar covered and set away. On warm summer days this sausage, given a hot turnover in the skillet, is as sweet and appetizing as when first made.

Another way to preserve sausage is to stuff it in casings and smoke it as are hams and bacon. But frying it down fresh is the better way.

And then smoked hams, shoulders, bacon, and hog-jowls. Some people actually make hog-jowls into soup, which is plumb sinful. For in the days of early spring there may be spinach, kale, or mustard in the garden, and if not, every hillside has dandelion, lamb's-quarter, young wild lettuce, dock, polk, and wild mustard, and such a mess of greens seasoned, not to say saturated, with the mouth-dribbling flavor of green hickory-cured hog-jowl, is beyond the powers of description. Experience is the only adequate form of appreciation.

Green hickory is the one wood to use in smoking meat. In some way the flavor permeates, and hams, shoulders, and bacon take on a flavor unknown to the finest packing-house product in existence. The result of the combination that makes a hickory ham, and bacon and shoulders, too, has been expressed in homely verse that really tells the story:

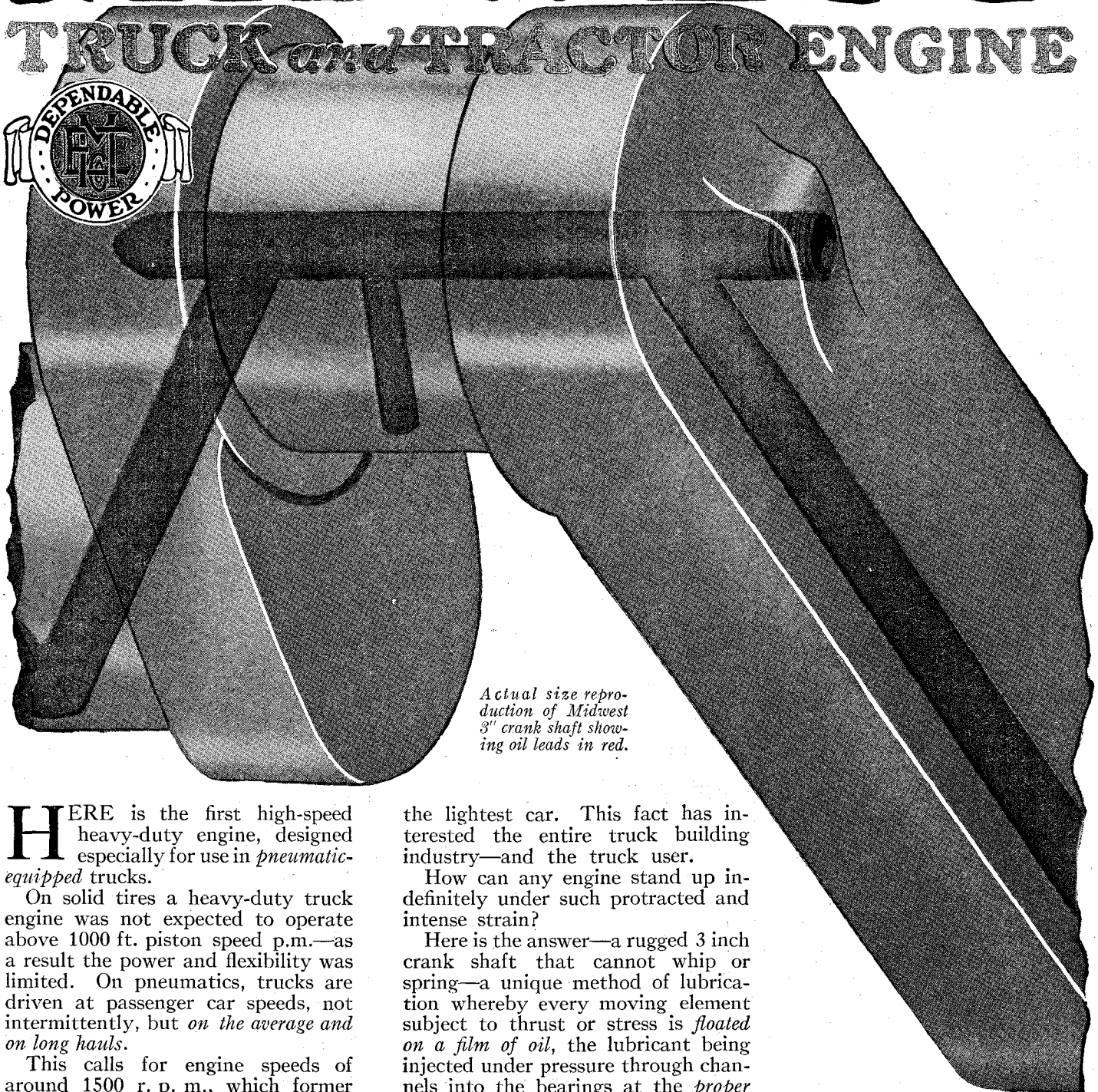
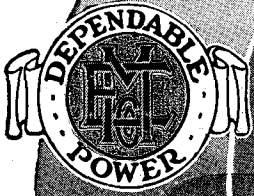
Dey's sumfin' 'bout green hick'ry wood,  
Slow smokin' on uh fish  
Dat meks de ham an' bacon good  
Ez yo-all could requiah.  
De wa'm, rich smoke, hit fa'ly hone  
Tuh sta't de sealin' grease,  
An' sea'ch dat ham clean tuh de bone  
To mek mo' sweet each piece.

It does. It is.



# MIDWEST

## TRUCK and TRACTOR ENGINE



Actual size reproduction of Midwest 3" crank shaft showing oil leads in red.

**H**ERE is the first high-speed heavy-duty engine, designed especially for use in *pneumatic-equipped* trucks.

On solid tires a heavy-duty truck engine was not expected to operate above 1000 ft. piston speed p.m.—as a result the power and flexibility was limited. On pneumatics, trucks are driven at passenger car speeds, not intermittently, but *on the average and on long hauls*.

This calls for engine speeds of around 1500 r. p. m., which former designs were not built to deliver.

Anticipating this advance in truck design, the Midwest Engine Company developed a new type, heavy-duty, high-speed engine capable of hurling a loaded truck over the road at passenger car speed *all day long*.

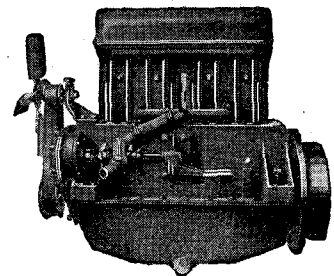
—without the slightest undue strain or stress on the power plant—and with a flexibility in handling equalling that of the smallest bore motor in

the lightest car. This fact has interested the entire truck building industry—and the truck user.

How can any engine stand up indefinitely under such protracted and intense strain?

Here is the answer—a rugged 3 inch crank shaft that cannot whip or spring—a unique method of lubrication whereby every moving element subject to thrust or stress is *floats on a film of oil*, the lubricant being injected under pressure through channels into the bearings at the *proper cycle moment*—remarkable carburetion, combustion and scavenging—especially designed overhead valve mechanism with liberal sized valves and a positive action—correctness of design, fineness of workmanship—large dimensions and abnormal margins of strength throughout, insuring against breakage and wear.

The Midwest Engine actually *does* meet pneumatic requirements.



Address Sales Division A.

**MIDWEST ENGINE CO.**

**INDIANAPOLIS, IND.**

# Dependable Power





## Six Things Essential in Baked Beans

There are six great reasons why beans should be baked by experts. Domestic science authorities know them, so do doctors. Also everyone who ever tried Van Camp's.

### What Homes Can't Do

The beans must be selected. Many are impossible. At Van Camp's each lot is analyzed by chemists.

Skins must be tender, but hard water makes them tough. So the water at Van Camp's is freed from minerals.

Beans must, by baking, be made easy to digest. Home ovens cannot do that. At Van Camp's we bake the beans for hours at a super-heat.

Beans should remain whole and mellow, uncrisped and unbroken. Van Camp's Beans are, for they are baked by steam.

All flavor should be kept intact. Van Camp's are baked in sealed containers, so nothing can escape.

They need a zestful sauce. The Van Camp sauce was perfected by testing 856 recipes. It is baked with the beans, so every atom shares its delightful tang.

### Ready—Economical

Van Camp's Beans form an ideal dish, ever-ready, economical. They cost less than home-baked beans. They are served hot in ten minutes, with the fresh oven flavor.

## VAN CAMP'S Pork and Beans

Baked With the Van Camp Sauce—Also Without It

Other Van Camp Products Include

Soups      Evaporated Milk      Spaghetti      Peanut Butter  
Chili Con Carne      Catsup      Chili Sauce, etc.

Prepared in the Van Camp Kitchens at Indianapolis



Van Camp's Soups  
—18 kinds

Based on famous French recipes, but better soups than Paris ever knew.



Van Camp's  
Spaghetti

The finest Italian recipe, perfected by our scientific cooks.



Van Camp's  
Peanut Butter

New in richness and in flavor—made of blended nuts.

## PERSONAL GLIMPSES

Continued

### THE ALLEGED EXTREME WETNESS OF "DRY" NORTH DAKOTA

NORTH DAKOTA'S national reputation as a State of contrasts, diversities, and general live-wire activity is upheld by a recent report, emanating from a native, as to the very damp nature of the official drought which the State has enjoyed for the past thirty years. North Dakota, as will doubtless be recalled by nearly everybody who reads the newspapers, is largely controlled by the Non-Partizan League, a matter about which opinion up there seems to be quite as lively and divided as about prohibition. When THE DIGEST, apropos of a bank failure in Fargo, recently, quoted from a paper which attacked the league, and followed that, some weeks later, by quotations favoring the league, objections flowed in from both camps. The proleaguers wrote in objecting to the antileague quotations, the antileaguers objected to the quotations from the thoroughly partizan *Non-Partizan Leader*. Doubtless, all good North Dakotans who did not write letters with regard to these articles can find material for correspondence in the matter quoted below, as forwarded by a "North Dakotan" to the *New York Times*. "North Dakotan's" remarks contain a full quota of punch and aspersions on his native soil. "The only State in the Union which never permitted the manufacture or sale of booze" has, we are informed, during all but the closing two or three of its thirty thirsty years "consumed vast quantities of intoxicants." Just why the consumption decreased is not stated, but it may be assumed that this was the result of legislation in 1917, when, as the *Times* writer explains, "the assembly unwittingly and unintentionally passed a bill which was found later to prohibit the importation of intoxicating beverages into the State even for personal use." This inadvertent piece of legislation, it seems, was by no means hailed with uproarious approval, when its true inwardness became revealed. "North Dakotan" tells us that Justice Robinson, of the State Supreme Court, "one of the most picturesque and original characters ever placed upon the bench," took occasion to declare the law unconstitutional, altho no suit had been instituted to test it, "and in order to demonstrate his faith by his works," the judge had a bottle of whisky shipped to himself and challenged any one to arrest him. The situation that has existed in North Dakota is described as follows:

Technically, the State has been under prohibition, but practically the liquor question has been handled largely on a local-option basis. The law has been observed or ignored largely according to the taste of the local community. There is probably no town of considerable size in the State in which liquor has not been sold at some



## PERSONAL GLIMPSES

*Continued*

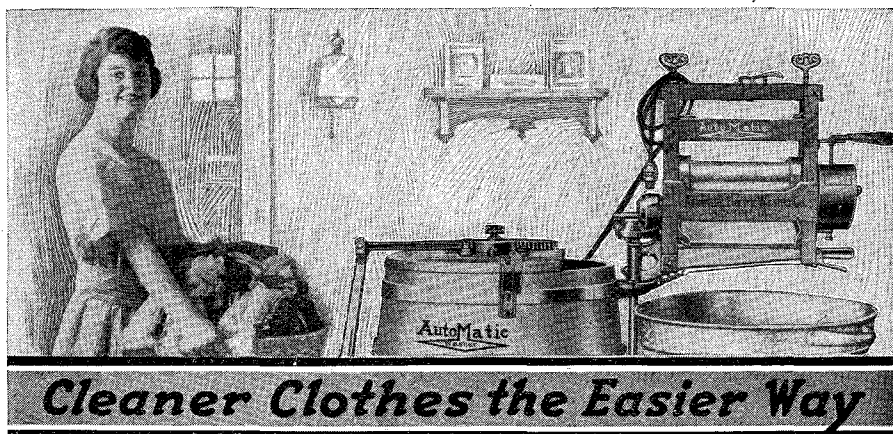
period, and sold openly and with full knowledge of the authorities. In many places city or village authorities have employed the device of collecting monthly "fines" in lieu of licenses, so that except for a legal fiction these places had regularly licensed saloons. Quite often, where this practise was in vogue, large and well-appointed bars were maintained, and the stocks carried were as large and varied as would be found in similar bars in license States. Strangers were served without question, and drinks were sold openly under their right names. Depending on the demand, or the tolerance of the community, liquor was sold in all sorts of places, ranging from the real saloon, with long, polished bars, plate-glass mirrors, and linen-clad bartenders, to the stall in the livery-stable and the shack up the back alley. It all depended on what the community wanted, or was willing to endure.

Various estimates have been made of the consumption of alcohol in North Dakota under prohibition. In the very nature of the case such estimates can not be verified. But it is an unquestioned fact that the consumption was large. With the enactment of prohibition here, brewing and distilling companies established warehouses in border towns across the Minnesota line, and the shipments from these warehouses to North Dakota points gave constant employment to large forces of freight-handlers, draymen, and office employees. Shipments of beer and distilled liquors provided the express companies doing business in North Dakota with a far greater revenue than that derived from any other single class of merchandise. The pile of beer "empties" awaiting reshipment was a familiar feature at almost every way-station.

Mention has been made of the laws passed by each succeeding legislature to tighten up on enforcement. In all their efforts to increase the difficulty of obtaining booze in North Dakota, the drys were always ably assisted by the saloon-keepers in the border towns of Minnesota, who feared their extensive North Dakota trade would be cut off unless the demon were kept in proper subjection in that State. Further:

An important element in the enforcement of the law has been the Enforcement League, a voluntary organization, supported by contributions from private individuals, which maintains quite elaborate machinery for the detection of violations and for securing convictions wherever possible. While this organization has done some effective work, it can not be said to be popular. A smelling committee is never loved. Much of the field-work of this institution is done by paid spotters, and the performances of some of these individuals have tended to justify the popular estimate of spotters in general.

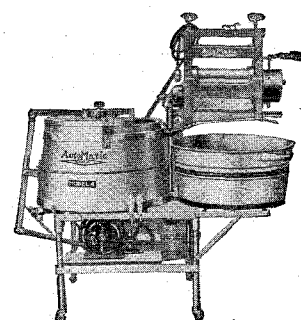
Nevertheless, the league has been instrumental in closing saloons and abating nuisances in many instances where this would not otherwise have been done. Quite often liquor-selling places have been permitted to continue long after they had worn out their welcome, local citizens being reluctant to file complaints and local officials being too timid or too amiable to initiate proceedings. In such cases a raid by Enforcement Leaguers has enabled the community to have done that which it wished to have done



**YOU** know the worry and the work of having the washing done the "rub in the tub" way at home—yet your home is the place where your clothes should be washed.

Only in your own home can you personally supervise the work—know that nothing is lost, nothing mishandled, and everything washed perfectly clean.

With an Automatic Electric Washer in your home you are forever free from worry over the unreliability, the whims and the charges of laundresses.



Automatic Bench Washer No. 4  
For the average family

## A Clean Tubful Every 10 Minutes

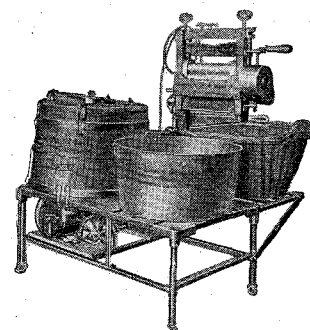
The automatic is so thorough that the heaviest blankets can be washed in a few minutes, yet its action is so gentle that it cannot harm the filmiest lingerie.

Every lamp socket is a power station, ready at the snap of a switch to run your Automatic. Costs only a trifle to operate.

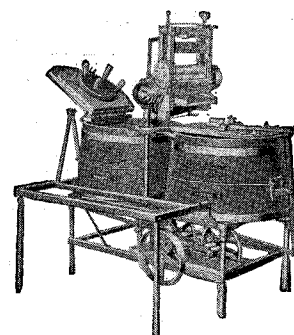
Strong, substantial and simple, the Automatic has been a leader for twelve years.

*Write for two valuable booklets on household cleaning. Gladly sent free for the asking.*

**AUTOMATIC ELECTRIC WASHER CO.**  
335 Third Street      Newton, Iowa



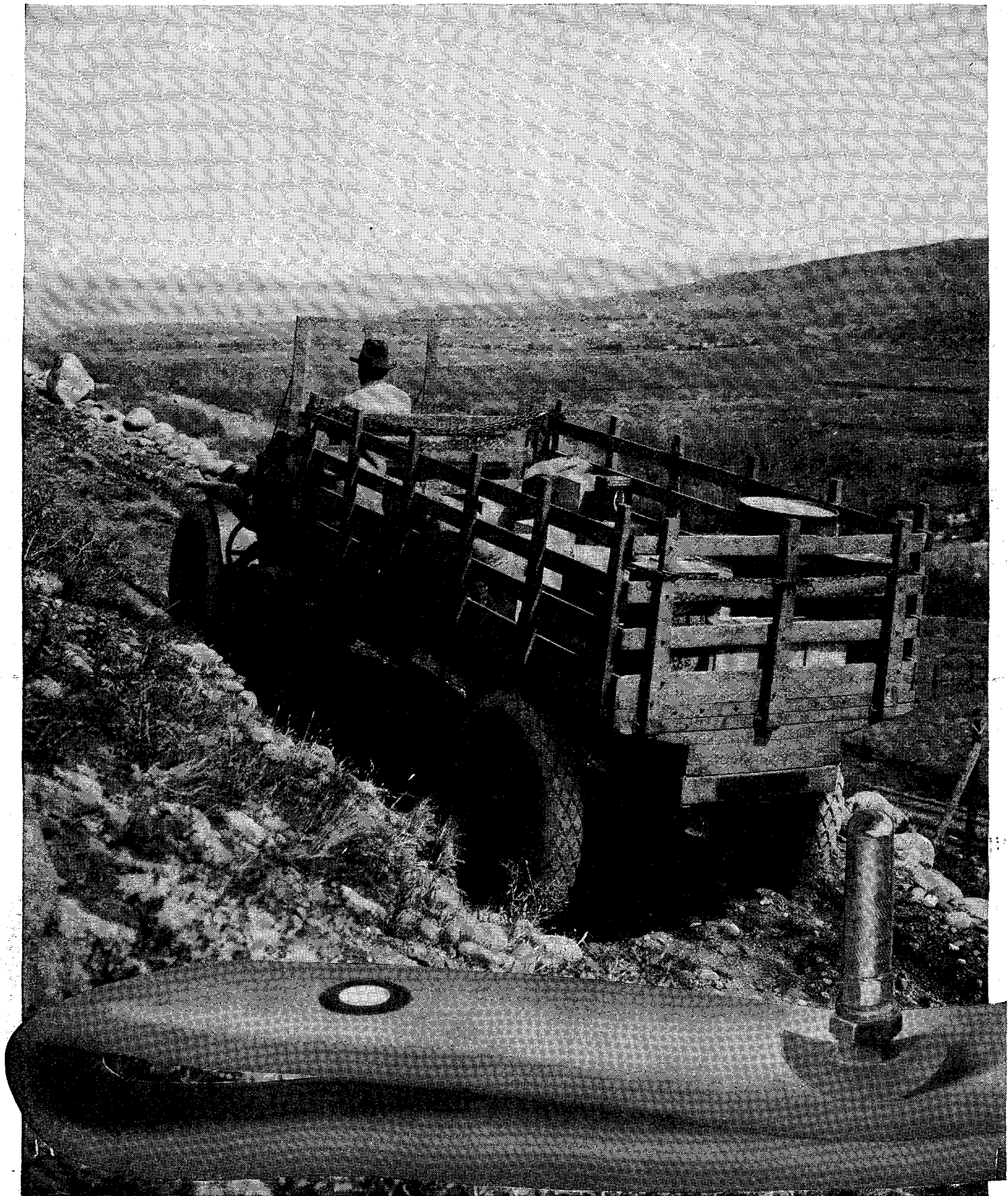
Plenty of Bench Room  
in this Electric Model No. 6



Automatic "Washer Twins"  
Belt Power Model No. 7

# AutoMatic Washer





*A photograph of a Goodyear-Cord-Pneumatic-shod truck, owned by Ginocchio Brothers of Reno, Nevada, ascending a mountain trail*

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR



# They Make Tires Last Longer

Five times each week this Goodyear-Cord-Pneumatic-shod truck makes the round trip between Reno and Gardnerville, Nevada, a haul of 104 miles over rock-strewn trails.

Imagine how staunch the tubes must be to withstand such gruelling!

In proportion, Goodyear Heavy Tourist Tubes for passenger cars are just as strong. Like the tubes for the big truck tires, they are made of pure gum strips, *built up layer-upon-layer*.

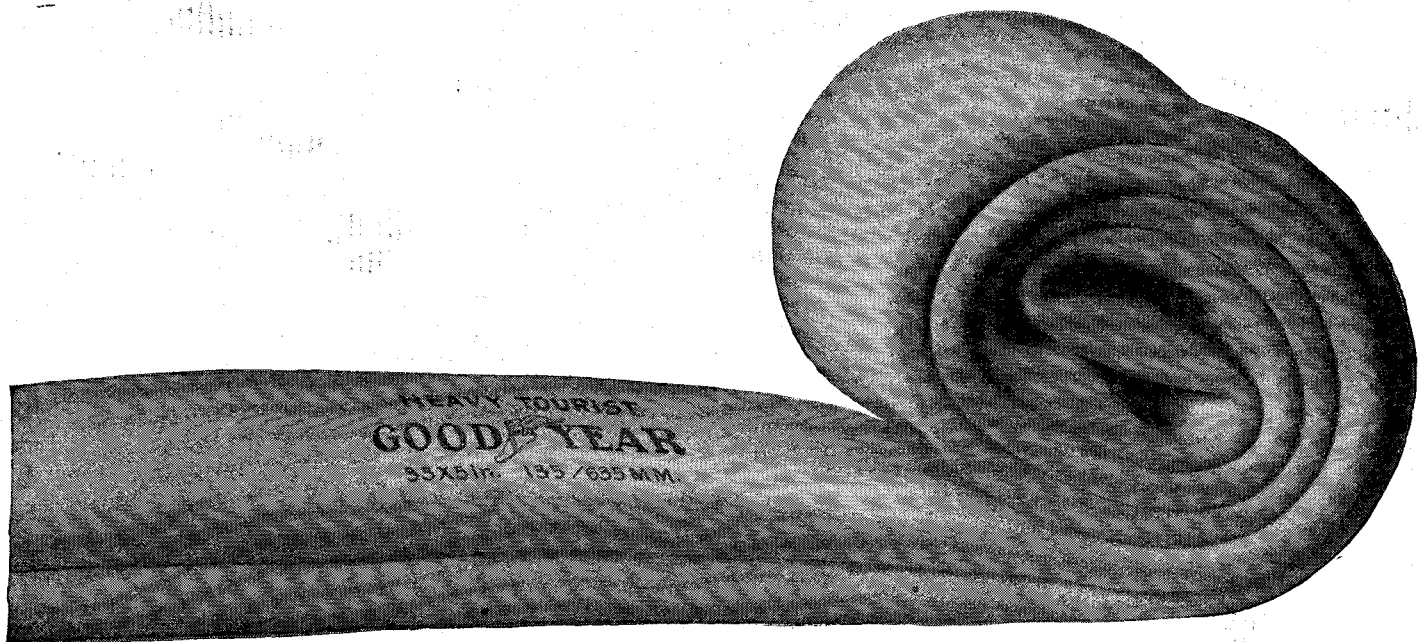
These thick, grey tubes cost but little more than tubes of less merit—an average of sixty cents, to be exact.

What economy can there be in risking a costly casing to save so slight a sum?

A waterproof, oilproof bag protects each Goodyear Heavy Tourist Tube until it is ready for use.

More Goodyear Tubes are sold than any other kind.

THE GOODYEAR TIRE & RUBBER COMPANY  
*Offices Throughout the World*



## HEAVY TOURIST TUBES



# PERSONAL GLIMPSES

*Continued*

without any of its members appearing unduly finicky or officious.

In his discussion of the question as to whether or not prohibition has lessened drinking in North Dakota, the writer comes to the conclusion that, while it has not been a glittering success, it has probably helped to "dry up" at least the rural sections. We read:

There can be no question that there was less drinking, proportionately, in the State at the close of 1916—about which time we entered upon a new phase—than when the prohibition law was enacted. But there appears also to have been a decrease in drinking in adjoining States as well, and how the conditions in North Dakota compare with those in these other States is largely a matter of opinion, and the conditions vary widely with locality in the same State. But in North Dakota, at the beginning of this new period, there was little open-sale of liquor. In some places the sale was only thinly disguised, but almost always there was some attempt at disguise. In many of the smaller places, where the blind pig was long accepted as an inevitable evil, it has disappeared. Shipments sent to many places have been for personal use only, or to be distributed cautiously to a few persons who could be relied on not to make trouble. The trains continued to carry large quantities of liquor, but it seems fairly certain that the volume of this business was not increasing as rapidly as the population of the State.

Every one knows that prohibition in North Dakota has been very far from a perfect success, but the general feeling has seemed to be that the law has been of some benefit in that it has helped to "dry up" the rural districts, while the concentration of saloons in the Minnesota towns just across from the larger North Dakota cities has effected a segregation which has kept these latter cities free from some undesirable features. The effect on the Minnesota towns has doubtless been less beneficial.

Whatever its effects, the State law seems to have been accepted as an accomplished and permanent fact. From time to time there has been some agitation in favor of resubmitting the prohibition clause of the Constitution to popular vote, but in recent years not much has been heard of this. Presumably, under the recently adopted constitutional initiative, this would have been done before now, but recent Federal legislation made such a step useless. In any event, it is almost certain that had the clause been resubmitted, it would have been approved again, and by a much larger proportionate majority than before. Aside from all practical considerations, there is a sentiment that to abandon prohibition would be going backward, and this sentiment is latent in the minds of a good many who fail to see that prohibition has accomplished much good up to date.

The prohibition of importations into the State by the accident of 1917, the wartime regulations of the nation and many of the surrounding States, and the adoption of the Federal prohibition amendment, which is to make national prohibition a permanent thing, have all contributed to create an entirely new situation. It is no longer easy to buy a drink in North Dakota. Commercial beer has disappeared. It is too

bulky for shipment. Liquor can no longer be carried openly, and while it is still smuggled in occasionally, the risks are such that the price is prohibitive. One hears of occasional secret sales of what is represented to be whisky at fifteen to twenty dollars a quart. The seller is taking his chances of the penitentiary and the purchaser faces unknown possibilities. The selling of intoxicants has become an extra hazardous occupation, and he who engages in it needs to be foot-loose and exceedingly wary.

In spite of all these things, however, the writer sees but little hope that North Dakota is likely to be dry for some time. He thinks moist conditions will be kept up because every man will "make his own." In fact, it seems that he is doing so now to a somewhat considerable extent. So long as the average North Dakotan knew that notwithstanding the dry laws of his State, it was not impossible to obtain booze by having it shipped in or going after it, he would often go for many months and experience no hankering for anything more powerful than ice-cream sodas and such. But the minute the lid was clamped on so it was practically impossible to procure liquor except through home manufacture, the North Dakotan immediately became consumed with a most vehement thirst, to allay which there was nothing to do but enter upon the business of booze-making. It wasn't easy, but it could be done, and he proceeded to demonstrate it. To quote further:

The process of making beer is no secret, and it is not long since brewing was one of the domestic arts, practised by the housewife as regularly as the baking of bread. Aside from the refinements which professional brewers have introduced, it is about as complicated as bread-making and takes a little longer. All the necessary utensils are in daily use in every kitchen, and the materials are either in regular use or can be obtained with the next bill of groceries. It may be that on some of the farms beer is being made from home-made malt, but if so, that fact has not come to the attention of this writer.

But a commercial preparation which seems to answer the purpose quite well is readily obtainable and is sold in large quantities. It is a preparation which has been used for years, quite generally by bakers, and occasionally by housewives in making bread and in the preparation of other foods. The demand for it has been constant but small, and it was carried by only a few dealers. Since July 1 this commodity has become a very important article of trade. It is carried by grocers and druggists, displayed freely on shelves and sold without question. There is nothing to prevent this, as the salesman has no means of knowing that the article is not to be used in making a batch of bread or for some other equally laudable purpose. The fact is—nine times out of ten—that it is to supply the alcoholic basis for six gallons of beer. The little metal caps used for sealing bottles have never until recently been carried except by dealers in special lines, as they were bought only by those who did bottling under factory conditions. To-day these caps are offered for sale almost everywhere. They are carried because there has been developed a demand for them among individual users. Stores in this State belonging to a chain system famous through-

out the United States keep these caps on their counters among other household conveniences, and sell them by the gross. They are used in the privacy of a multitude of homes for capping beer-bottles.

The brewing of beer is illegal under the Federal statute and the manufacture of any intoxicant is illegal under the North Dakota statute. But who can tell? There is no way whereby the purchase of the ingredients can be prevented, for these are harmless and in regular lawful use. The product is not offered for sale. There is no way whereby the facts can be ascertained except by the invasion of the homes of individuals by officers bearing search-warrants, and that is a device not likely to be employed—just yet.

The Federal statute permits and the State statute prohibits the domestic manufacture of fruit wines. This is largely a seasonable occupation, and the experience of the fall of 1919 has scarcely afforded a fair test. The enterprise was comparatively new, and sugar was scarce. Nevertheless, this last season our people used considerable quantities of grapes imported from other States and of locally grown wild fruits in more or less successful attempts at wine-making. This industry may be expected to expand as its possibilities become better understood.

Distilling is more complicated than brewing, and requires some special apparatus. Yet apparatus which will answer the purpose is easily obtained and its use seems to present no great difficulties. Out here we have read of raids in some of the large Eastern cities in which stills of large capacity have been discovered. These stills were intended for commercial purposes, and several stills similarly intended and similarly used have been unearthed in this State, but the modest little still that can be operated occasionally in the kitchen or in the basement to supply the simple wants of its owner—this is a different matter. The writer was told recently of a tinner in a small country village who had made thirty stills for as many farmers in his vicinity.

Materials for the manufacture of distilled liquors abound on every farm, and their treatment does not require great skill. The product varies in potency and palatability, as is natural, but, if stimulation is the end sought, a fair measure of success has been achieved. The more bulky sections of the necessary apparatus are such as might have a legitimate use on any farm, as in cooking feed for chickens and other stock, and the parts which would indicate that distilling is being carried on are small and easily concealed. Again, detection, while not impossible, is bound to be very difficult so long as the work is not carried on on a commercial scale.

Various drugs and other vile concoctions have always been used, here as elsewhere, to produce results resembling those of alcoholic intoxication. These things are still used, perhaps more freely than before, and undoubtedly their use will be continued. But they may be ignored in a consideration of the probable effects of prohibition on the customs of the people of an agricultural State such as ours. The real problems lie in other directions.

**He Knew.**—"Why won't you get out and hustle? Hard work never killed any one."

"That's where you're wrong, boss. It was hard work killed my last four wives."—*The American Legion Weekly.*



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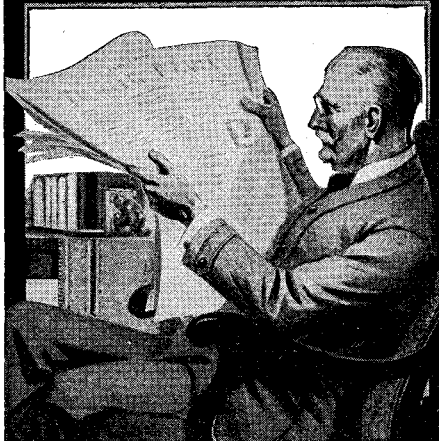
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## Coat Sweaters

## SCIENCE AND INVENTION

Continued

### BULKHEADS AND DOORS

WHY do we build bulkheads in ships to make it hard to sink them, and then cut doors in the bulkheads to make it easier? Perhaps for the same reason that we buy coal to heat our houses to 70 degrees and then purchase ice to cool selected bits of the heated area down to 35 degrees. A vessel divided into the proper number of absolutely water-tight compartments is practically unsinkable; but when compartments are separated by solid bulkheads the only way to pass from one to the other is to ascend to the deck and descend again. This is troublesome, so doors are cut in the bulkheads to facilitate communication, it being understood that these will be closed, when there is danger, either by hand or mechanically. But in nine cases out of ten they are not closed and the ship goes down, compartments and all. Says an editorial writer in *The Nautical Gazette*:

"The great destruction of merchant ships during the war has led to the revival of the question whether it might not be practicable largely to reduce the number of water-tight doors in modern vessels. That these constitute a danger in the event of a collision has been abundantly proved. When an unexpected disaster at sea has occurred, the water-tight doors have been usually open, and the crew can not be relied upon to close them in a sudden emergency. Should two compartments through any unforeseen contingency be opened to the inrush of the sea and the water-tight door to the next compartment be left open, the vessel will in time lose its stability and capsize. The suggestion has therefore been made that when dangerous conditions arise, all water-tight doors and port-holes below the top of water-tight bulkheads should be closed and not reopened until the period of peril was passed.

"While the war was still on, one of the committee of the Institution of Naval Architects recommended that all water-tight doors, especially if they were low down in main bulkheads, should be secured so that they could not be opened. It urged further that, whenever installed, the doors should be fitted high up in the bulkhead. This was considered by the committee to be particularly important when bunker coal is carried forward of the boiler-room bulkhead, as a water-tight door through which coal is being trimmed can not be relied upon. Ordinarily, this would mean lifting the coal in the reserve bunker over the top of the boiler-room bulkheads, or through the water-tight door openings cut high up in the bulkhead, thus necessitating extra work for and the employment of a larger engine-room force. On account of the expense involved, shipowners have not regarded this suggestion with favor.

"As the convenience of working a ship has outweighed all other considerations, water-tight doors are still being fitted. Doors giving access to various compartments are useful at all times, while only once in a decade may a ship be placed in jeopardy through their presence. There must be a means of access to coal bunkers and some method by which members of the crew can pass from the boiler to the

engine-rooms and vice versa. Of course, if water-tight doors were to be omitted from the machinery spaces, access might be had to the various water-tight compartments from the top deck. But this would mean more engineer officers and a larger crew and add greatly to the difficulties of operating ships, especially in the case of passenger craft.

"From the standpoint of safety, water-tight doors are objectionable in that they are usually left open and are extremely hard to shut. This difficulty can be overcome, however, by installing doors which are controlled from the bridge and can be closed by power pressure. As compared with a system of solid bulkheads, a series of centrally controlled power-operated water-tight doors offer overwhelming advantages. It is safe to assume that all the great passenger liners of the future will have their bulkheads pierced for water-tight doors, whose movements will be directed by the officer in command on the bridge."

### NOT SO DISMAL AFTER ALL

THE unfortunate impression that may be created by poetry is illustrated by the fact that the stranger's idea of the Dismal Swamp has been largely derived from verses once declaimed by every properly instructed American schoolboy. They began:

"They have made her a grave too cold  
and damp  
For a heart so warm and true"

This was followed by a realistic description of the horrors of the swamp, where we are told that when the demented young hero went to search for his inamorata—

"The copper-snake breathed in his ear"—

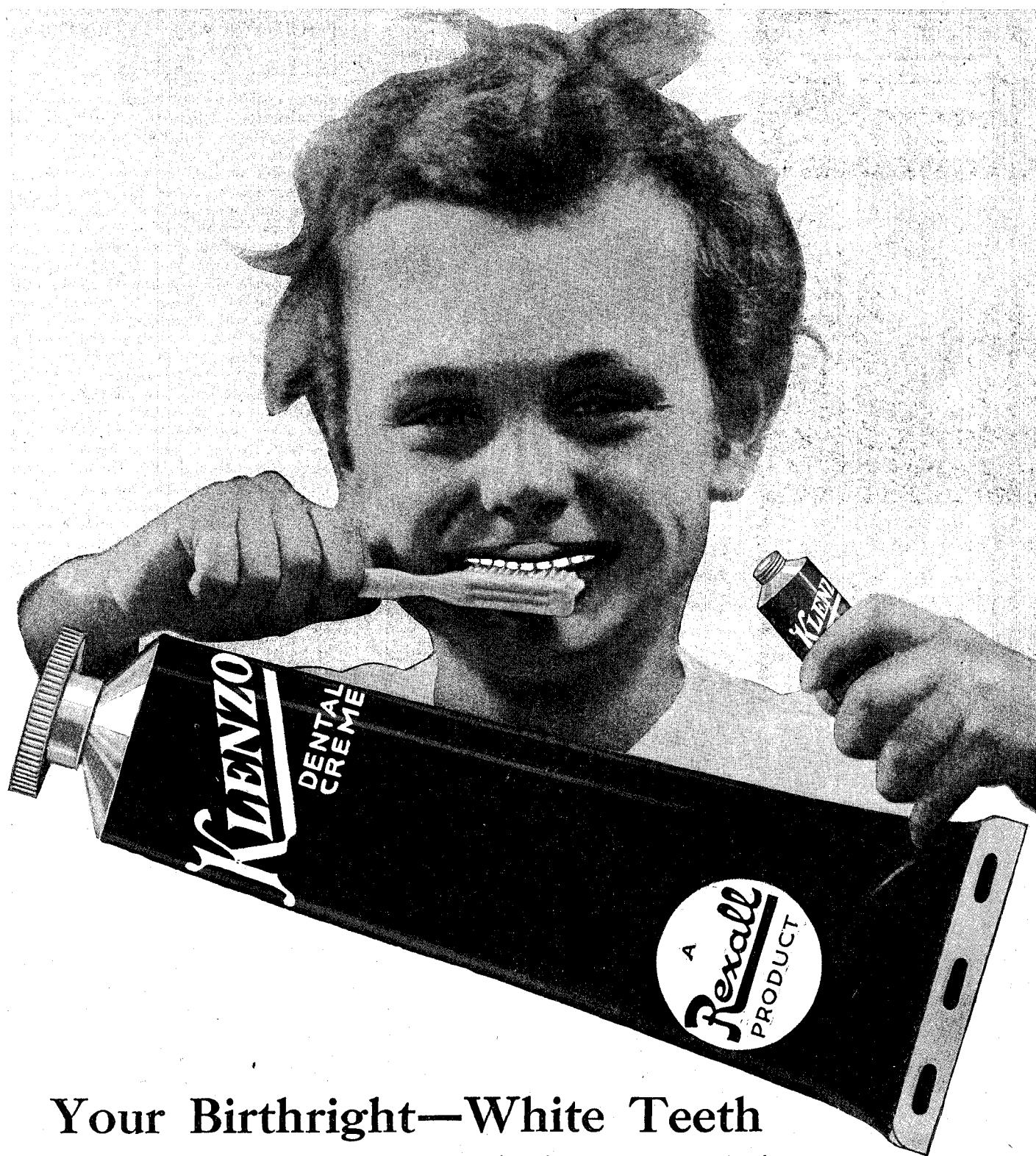
which, of course, must have been decidedly unpleasant. But as a matter of fact, as we are informed by a press bulletin of the United States Geological Survey, the "Dismal" Swamp is really not dismal at all. Few regions in America, we are told, are more adorned by nature or more interesting to the tourist and scientist. The swamp is annually visited by many pleasure-seekers and has long been a place of study and absorbing interest to the geologist, the botanist, and the zoologist. We read:

"It lies in the coastal plain of southeastern Virginia and northeastern North Carolina. Most of the surface consists of recently formed peat, the residuum resulting from the arrested decomposition of vegetation, but the underlying rocks are older and record events that occurred thousands of years ago, in the Pleistocene epoch. The peat ranges in depth from one to twenty feet. Contrary to popular belief, this peat has antiseptic and preservative properties, and consequently much of the surface water is pure. Tho no remains of primitive man or of extinct animals like those uncovered in the bogs of Ireland have been found in the Dismal Swamp, the peat contains many well-preserved trunks of cypress-trees that lived long before America was settled by our ancestors.

"The region may be readily reached from Norfolk by canals, whose banks, shaded by stately trees and graceful vines, afford an ever-changing scene from the deck of the little steamer that daily plies their waters.

"The Dismal Swamp lies at the junction





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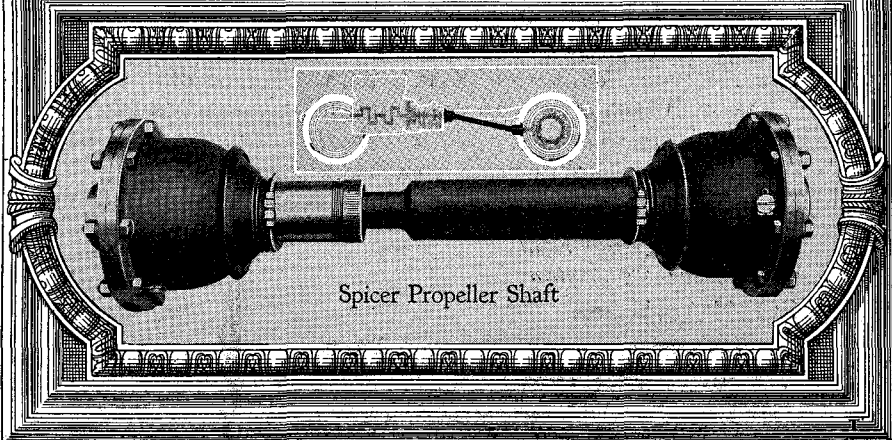
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Spicer Propeller Shaft

## SCIENCE AND INVENTION

*Continued*

of the deciduous and coniferous forest regions of the eastern part of the United States. Its flora comprises plants of many varieties and is interesting because it shows a mingling of the Northern and Southern species. Plant life is luxuriant in the swamp, and some parts of it are so densely overgrown that they are almost as difficult to penetrate as the jungles of the Amazon. The two predominant types of 'plant associations' are the black gum association, comprising the water gum, red maple, rattan, and yellow jessamine, and the juniper association, comprising the white cedar, pine, sweet bay, shrubs, and cane. A few specimens of the bald cypress are still found in some places, but this tree was probably more abundant in earlier years. The cypress knees that grow in the dark, densely forested areas and the weathered, moss-hung cypress trunks that border the shore of Lake Drummond are the most striking features of the region. Aquatic plants have completely filled some of the abandoned ditches, and dense cane-brakes grow upon their banks. With the glint of the blooming yellow jessamine in May the swamp is all that the soul of an artist would desire."

The fauna of the swamp, as described in the bulletin, is wide in range and as interesting to the zoologist and hunter as the flora is to the botanist. Save for the lock-keeper near Lake Drummond and a few farmers who live in marginal areas, the region is little inhabited, and there are many places where man has never trod. Bears frequently stir the brake, rabbits scamper about, muskrats and fish swim in the placid amber waters, brightly plumed birds fill the air with song, and in warm weather snakes come forth from their holes and lie coiled in the sunshine or hang from the branches of trees. The writer continues:

"Altho the swamp contains a vast quantity of peat that is valuable for fuel or fertilizer, little has been done to use it commercially. In the drained areas agriculture is the chief industry, and large tracts of peat-land are used for the cultivation of corn, wheat, and potatoes.

"Peat represents the first stage in the formation of coal. It has been shown that deposits essentially similar to those of the Dismal Swamp were laid down in many parts of the United States during the carboniferous period and were deeply buried beneath muds, sands, limy material, and other sediments and subjected to pressure with varying degrees of heat. Lignite, bituminous coal, and anthracite represent the succeeding stages. Altho peat is not widely used in the United States for fuel, it has been produced in Ireland since the traditional time when that country was deforested, and the peat fire on the hearth, like the jaunting-car, typifies Irish environment.

"As peat deposits like those laid down in the Dismal Swamp have played a prominent part in the formation of our coal, and as the Dismal Swamp peat is valuable for fuel and fertilizer, a report describing it should be of special interest. Such a report, prepared by C. C. Osborn, just issued by the United States Geological Survey . . . contains a description of the swamp flora and of the origin, distribution, and quality of the peat."



## SCIENCE AND INVENTION

Continued

## THE MAKERS OF ACCIDENTS

THE misfit, the worrier, and the careless man—these are the three accident-makers in every industrial plant, says M. F. Gartland, of Marion, Ind., in a paper on "The Personal Element in a Safety Program for the Foundry," read before the National Safety Council at Cleveland and printed, in abstract, in *The Iron Age* (New York). By finding some way of eliminating all three by turning them into something else, we may cut out a large proportion of accidents. Put your misfits where they belong, says Mr. Gartland; comfort and relieve the men who are in trouble; appeal to the careless man on any basis that seems likely to touch him—loyalty, personal safety, or regard for his fellow workmen—and you have reduced the possibility of accidents in your plant by a very large factor. He continues:

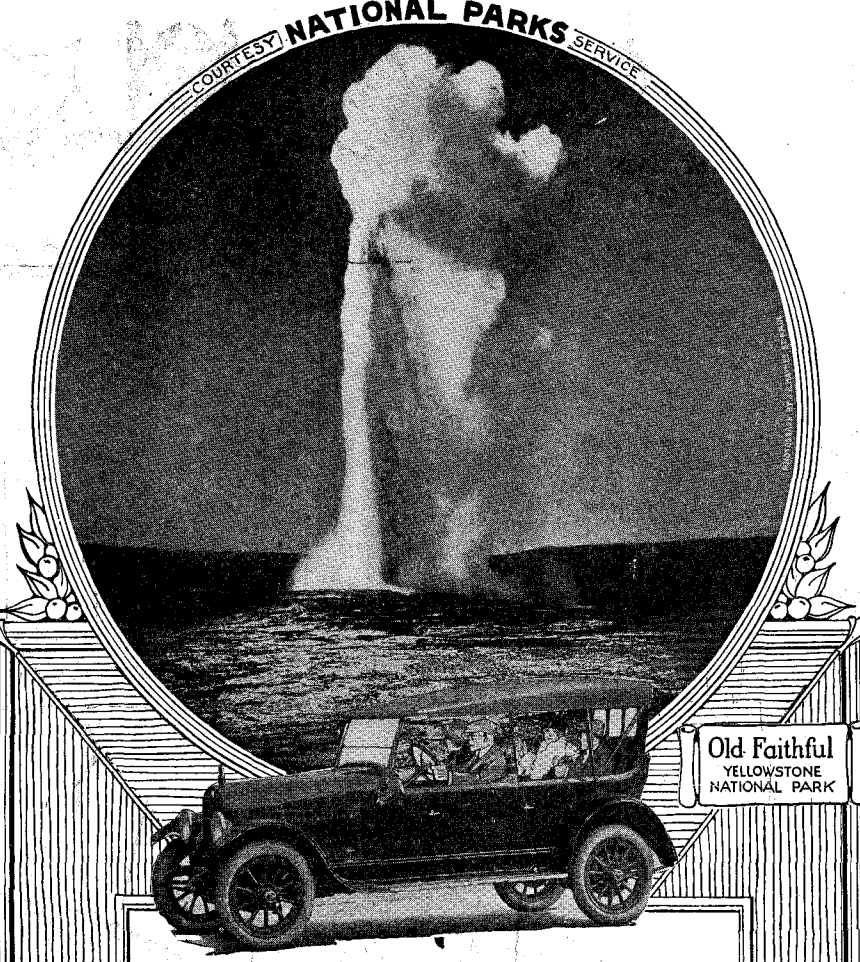
"First there is the man who is a misfit. There are men in all our foundries who ought not to be there. They have been drawn into our employ through a chain of circumstances and it is hard for them to break away. Not having interest in their work they lack the incentive to become efficient workmen. They drag through the day without enthusiasm and leave when the whistle blows with a full quota of accidents piled up behind them. These are the men who make our State industrial commissions keep one eye on our accident charts. It is because of such men as these that we have a high rate of industrial insurance for our foundries.

"What are we going to do with them? Perhaps the easiest thing would be to give such a man the opportunity to find work somewhere else. We would have done that in the old days, but we hesitate to do it now; not that we love the man any more than we did, but it is not so easy to replace him with a better man. Another and better solution is to give him his opportunity in some other part of our own plant if possible. We know this plan will work because we can all call up a great number of individual cases where it has worked. The trouble is that very few if any of us have adopted it as a principle for every-day application."

The next maker of accidents is the man whose mind is ill at ease. It is focused on his own personal problem, so it can not be directed on his work. When a man works without thinking we may be sure that he will soon make trouble. A prescription of the "shot-gun variety," Mr. Gartland thinks, is of no value to this man. He is not interested in generalities. His own personal problems must be met and solved. He goes on:

"Every plant needs a squad of sharpshooters who can hit the spot every time. Call them what you will, visiting nurses, social-service workers, or what not, but first find your men and women who have common sense and good judgment and then turn them loose with authority enough to ride over every precedent and break every rule of the plant if this be necessary

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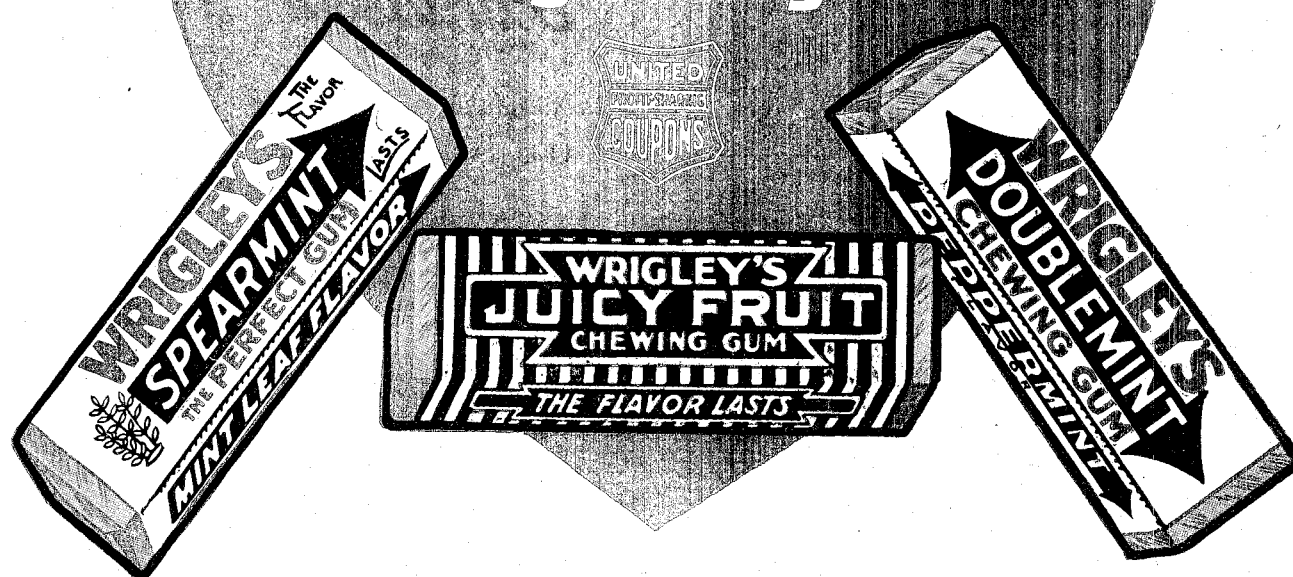
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its long-lasting flavor



## Sealed Tight-Kept Right

## SCIENCE AND INVENTION

Continued

to supply the one and only remedy for the worker who is in trouble. A dozen troublesome cases for which real remedies have been found and applied are worth more to a plant as a business asset than to have entertained the whole working force in most royal style. These personal contacts with the individuals of our work forces are just about as important and should be carried out just as systematically as our contracts with our best customers.

"The next man who makes us lie awake at nights wondering what is going to happen next is the careless man. He was born that way, or his life has been such that he has grown that way. The careless man is more dangerous to his companions than he is to himself. The fortunate thing about the careless man is that we can educate him both as an individual and *en masse*. We can appeal to him on the basis of loyalty to his family and the safety of those who work with him. The careless men of our plants can be helped with safety bulletins and various other educational activities. A downward curve on the accident chart may be made a matter of pride to them. The most careless man we have may become the most careful if he should suffer a serious hurt as the result of his folly or if he should inflict an injury upon a fellow-worker. It should be said, however, that he probably will not rise to this new degree of efficiency on his own account, but that he may be led into it after a heart-to-heart talk with some member of the executive staff."

## HOW TO TAKE CASTOR-OIL

HOW to rob the bugbear of childhood of its terrors is a branch of knowledge that no parent can afford to leave unlearned; nor is it without value when applied solely to the adult. Strong, husky men have been known to weep at the very thought of taking a dose of castor-oil. And yet the virtues of this substance are so great that no substitute has been found, and physicians still prescribe it. Methods of administering it without exciting repulsion are described in an article ascribed to *The Journal of the American Medical Association* by *The Indianapolis Medical Journal* (January), from which we quote part of it. The "soothing purgative," says the writer, is probably the best sobriquet by which to characterize the therapeutic qualities of this old reliable agent of notoriously nasty taste. Were it not for this unique combination of action it would probably have long ago been consigned to the limbo of the abandoned scourges of the ill. He goes on to say, in substance:

"It is easy to understand that the action of castor-oil is, to a certain extent, independent of dose, and that the dose is not much influenced by age. An infant may safely be given a teaspoonful or two—a dose that will usually physic an adult. The reason is that castor-oil becomes activated in proportion to the amount of digestive juices available; and, of course, the larger the intestine the more juice there is. The quantity of oil that exceeds the digestive capacity is passed through

unchanged, acting merely like so much petrolatum. Excessive action is, therefore, an impossibility. True, the usual dose for an adult is from one to two tablespoonfuls, and it must be admitted that such a dose is more reliable and thoroughly active than that of a teaspoonful or two. When, however, there is difficulty in administration, on account of the taste, the knowledge that a teaspoonful may suffice for an adult is of importance.

"It is possible so to refine this oil that, provided it is protected from the influence of the air, it is almost devoid of odor and taste.

"A good way to prescribe castor-oil is in elastic capsules. To make such capsules go down easily, it is well to advise that they be dipped in water for a minute before taking them, and to remind the patient to look down while swallowing, just as he does when he swallows food. Holding the head up while attempting to take pills or capsules is one of the chief causes of inability to swallow them. If a much larger amount is required, it is best given floating, in the form of the so-called 'sandwich' dose. If the following directions are carried out, the dose can be swallowed without tasting the oil:

"In a small tumbler or medicine-glass is placed a layer of thick sirup of any flavor desired. The glass is inclined in such a way as to coat its inside almost up to the rim. Then the oil is poured into the center of the glass, care being taken that it does not run down the side. This is topped with a layer of pleasant flavored alcoholic fluid, such as aromatic elixir. While the dose is being taken, the edge of the glass should be placed on the lower teeth, so as to avoid straining the oil through the teeth, to which some of it might adhere. When correctly taken, the oil follows the alcoholic fluid, gliding down the tongue on the surface of the sirup, without at any time touching the gustatory membrane. Of course, the patient must take the whole dose at one gulp.

"The small infant needs no disguise for castor-oil. Taste sensation is not sufficiently developed for it to object to so bland a thing as this oil. It will lick the oil from the spoon. As soon as taste sensation asserts itself, however, we should do something to disguise the dose for the child.

"Sweetening the castor-oil and making it aromatic is a good way of disguising it for the child. By means of saccharin (0.05 per cent.) dissolved in alcohol (3 per cent.), castor-oil can readily be sweetened. When this is flavored with aromatics (vanillin, 0.1 per cent., coumarin, 0.01 per cent.) and volatile oils (oil of cinnamon, 0.3 per cent., oil clove, 0.1 per cent.), we have the aromatic castor-oil of the National Formulary, which is palatable excepting for the acidity left after it is swallowed. This can be eliminated by using a non-acrid oil. Children, however, take aromatic castor-oil readily, even when made from ordinary oil, as they usually do not associate the after-sensation with the dose that has been swallowed. We may, therefore, consider the problem of the administration of castor-oil to children solved by this means.

"The following method is also of practical value, as it enables one to administer a 'tasteless' castor-oil without the patient's knowledge, and is useful, therefore, for those children who unreasonably object to medicine of any kind. By vigorously shaking 'tasteless' oil, with a liberal excess—at least four times as much—of hot milk, in a bottle which they do not more than half

fill, and then having the dose taken immediately, the mixture will be found scarcely distinguishable from rich milk. Such oil might also be given floating on hot soup. However, a protest should be entered here against administering ordinary castor-oil mixed with an important food. This might create in the child a disgust against this article of diet that may last for years.

"Thorough emulsification lessens the activity of castor-oil, probably because in this form it is too rapidly digested and assimilated. A 35 per cent. emulsion of castor-oil can readily be prepared and made palatable. A formula for such a one is to be found in the National Formulary. It is flavored with tincture of vanilla. The British Pharmacopeia has a similar formula of different flavor (orange-flower and cinnamon). However, as a babe might require a tablespoonful, and an adult a wine-glassful or more, of such emulsions, these preparations are not economical ones, to say the least.

"Medicine is still one of the dreaded bugbears of childhood, and castor-oil is a leader of these. Let us admit that it is poor technic to insult the palate—the sensitive guardian of our system against chemical injury—when medicine is to be given. It is no longer necessary, and certainly inexpedient. The patient may take the dose; but he does so with open or smothered revolt."

## COMPRESS AIR IN TEXTILE MILLS

A LARGE air-compressor plant is now an important part of every large textile-mill. Spreading widely beyond its initial use for operating the spraying devices used for moistening the atmosphere, compressed air is now used for cleaning both the machinery and the raw product, for "stripping the cards," that is, for removing from the carding-machines the loose cotton or wool fluff that adheres to them, for operating all tools employed throughout the factory, for pumping water, and for automatically controlling all sorts of processes incident to the manufacture of textiles. Our quotations are from an article contributed to *The Textile World Journal* (New York). The writer notes at the outset that where compressed air was formerly used for accomplishing a few definite results, it is now installed as the medium of extensive services of great importance. He goes on:

"The familiar use of compressed air as a means for breaking up and spreading aqueous vapor for humidification is so well known that its description is not particularly interesting at this time. Yet we should mention, in passing, that it was largely this use in humidifying systems which brought to the attention of mill executives the possible uses for such an agent in accomplishing many of the long train of services which have resulted in recent years. It was natural to experiment with compressed air for various purposes in mills when its presence invited such investigations. From this facility it was but a step to ascertain what would be the result of shooting a stream of air among the complicated and inaccessible parts of a loom, spinning-frame, or other machine.

"But there is more than the merely novel idea of cleaning machinery by compressed air. It was soon found that it was not only possible to clean more easily,





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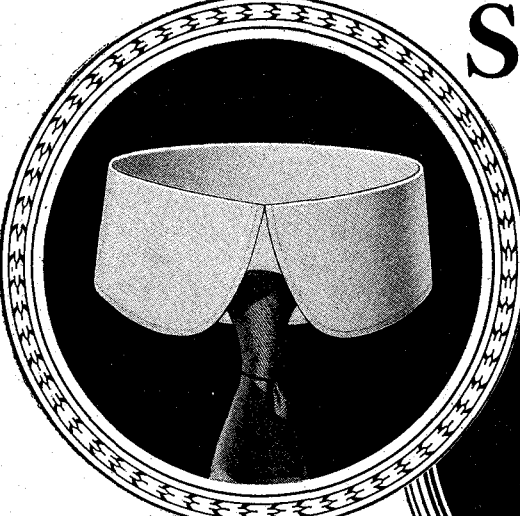
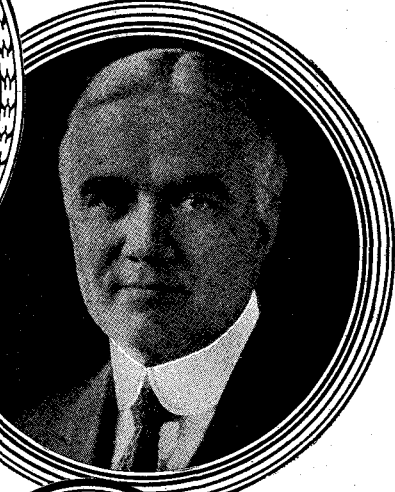
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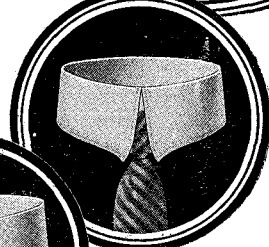
## SLIDEWELL

*H.H.C.*

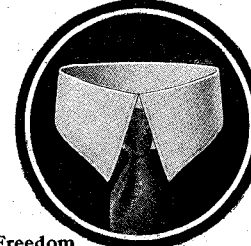
### COLLARS

are made in all the popular models.

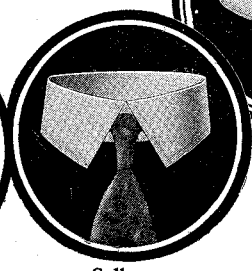
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## SCIENCE AND INVENTION

*Continued*

but far more cheaply than by any other method. A degree of cleanliness was also found possible which was out of the question with use of the loom-cleaner brush.

"Cleaning of machinery is done by two methods. One uses direct application of an air-stream. The other uses an induced air-current, or vacuum, set up by passing the air through an injector. This induced current is widely useful for reaching certain inaccessible places.

"It was in line with this growth that vacuum-stripping processes for cards were introduced. Their rapid utilization has amply demonstrated their value, and like other uses of controlled pressures, either positive or negative, have found a constantly growing demand on the capacity of the outfit originally installed.

"An increase in production has also stimulated the use of vacuum card-stripping, for it is found that the reduction in time consumed in stoppage of cotton-cards enables an increase of production of about 8 per cent. In the woolen system it is much greater, as stripping woolen cards requires much more time than stripping cotton, and the saving here is about 20 per cent.

"The net result of vacuum card-stripping includes a great reduction of the offensiveness of one of the most troublesome operations in textile-mills, with an increased usefulness of the operatives."

But there are new uses of compressed air which promise to surpass everything hitherto attempted. It is known, the writer tells us, that many processes now being performed by mechanical means can be done to better advantage by use of compressed air. For instance, the expansive power of air, when applied to a mass of cotton, will detach and expand the mass of fibers in a prompt and gentle fashion. If a stream of compressed air is inserted by placing the nozzle of an air-hose against a bale of cotton, it will be found that the bale will swell up like bread raised by yeast. It will grow to several times its original size. This same principle may be applied extensively to the cotton mass till it is finally expanded into a fluffy condition. We read further:

"A system for opening and cleaning cotton by compressed air has been installed in the American Printing Company's plant at Fall River, Mass. It uses a trunk conveyor into which compressed air is shot by means of nozzles so placed that they direct the air into the mass of cotton passing along and hurl the fibers against impingement bars which shake out dirt. It has been found to clean and bloom the cotton thoroughly before delivery to the lappers, and is said to permit the use of one or two lower grades of cotton for equally good cloth. Such a demonstration of the value of compressed air, while experimental, is but a hint of future application.

"In the metal trades there is common familiarity with the long line of pneumatic tools which serve that industry. And the usefulness of similar appliances more peculiar to the textile field is rapidly being appreciated. Air-lifts for every heavy tool in the plant, as well as for service



## The Wonderful Story of the Tin Can

**I**F the tin can has been to you a common thing of commonplace service, think that way of it no longer. Think of the tin can for what it *really* is—a wonder of the times. Think of it as a monument to patient achievement in our personal interests.

What a tale it could tell! A tale to compel our respect and whet our appetites.

Once this tin can lay inert in the Earth in its original elements—had lain there since Time began—awaiting the hand of man that

should bring it forth, make the metal, give it shape and crown it with great usefulness.

And while it thus lay, awaiting its destiny, there likewise lay those other ingredients, from which Nature herself should bring forth the products of garden, orchard and field, so wonderfully nourishing and delicious.

*You Get Choice Foods Because of It*

What a stimulus to imagination! What a tribute could be written to what Earth holds in trust for her



## SCIENCE AND INVENTION

Continued

over looms, warpers, and twisters in connection with overhead trolleys, often solve a handling and transport problem.

"Raising water from supply wells has become common through use of compressed air as one of the most satisfactory means for accomplishing this result. Such a plant is commonly used in connection with boiler-supply systems or condenser apparatus. Its economy and practicability are rated highly. For there is practically nothing about the system aside from the general air-service to get out of order.

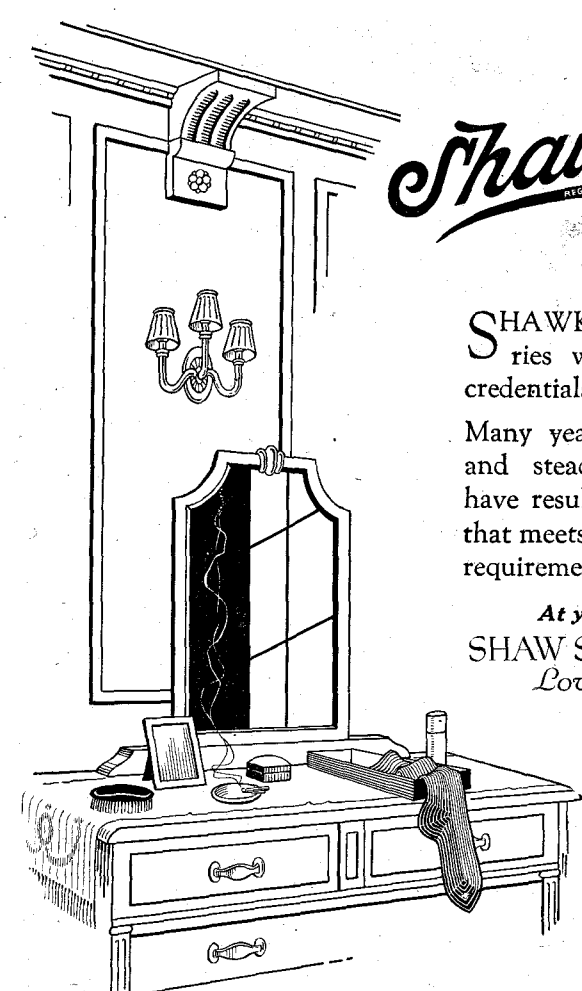
"There are so many uses for compressed air in connection with construction work that they are difficult to enumerate with accuracy, particularly as such uses vary widely in different localities. Yet we should mention such items as pneumatic hoists, pneumatic drills, pneumatic hammers, chisels, and riveters, forge-blowers, Bunsen burners, acetylene torches, and gas-furnace operation."

It has been remarked by competent engineering authority, the writer goes on to say, that the uses for air-service in the construction work of a 25,000-spindle mill are so great as to pay for the entire cost of an air-compressor outfit suitable for the needs of the mill. He continues:

"The question naturally comes to mind whether the size of the air-service ultimately to become common in the larger textile plants will not make feasible the use of several small units electrically driven and scattered throughout the plant. Considering the friction losses in transmission of air, this seems a plausible proposition for many plants, in spite of the fact that the economy of the larger units is apparent where they are demanded. If cotton opening by compressed air is extended, it may carry requirements so far beyond the possible central unit that there will be no question about the installation of more than one machine. And there are possibilities for further extension of air-service to include other textile machines.

"Even air-operated fire-doors have been suggested to be closed from a central station. In addition to all of the facilities mentioned, there is a long line of air-operated control devices for controlling the inlet of steam, etc., into processing machinery and equipment throughout the textile field. This is an important and constantly growing demand upon the service, yet one which does not use any considerable volume of compressed air. But one can not avoid the speculation that the presence of such control devices is bound to suggest their use for many other purposes of a similar character.

"For instance, since compressed air is now used to operate the automatic controls of humidification systems, why is it not likely that such control instruments will be applied to individual machines whose operations are known to be possible of improved operation by a differential application of humidification? This means, in substance, that such machines could be operated in a locally controlled medium of air, having a humidity content much beyond that which would be tolerated by operatives in the normal atmosphere of the factory. It is known that the operation of combing, for instance, could be carried on with a much improved effect upon the fiber if done in an atmosphere practically saturated with aqueous vapor."



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*Science Stands Back of It*

people! How she holds in one hand the secret of the peach, the pineapple, the succulent vegetable! How she holds in the other the no less wonderful secret of the means that shall carry her bounty to any table—anywhere—any time of the year.

Today, all these ingredients lie dormant together. Tomorrow, rising from the earth they meet again, each to triumph in "the miracle on your table."

*The Needs of Your Own Table Developed It*

But Nature's triumph means man's triumph, also. The tin can of commerce was not born in a day nor without great industrial travail.

The can making industry in America parallels that of food-canning itself. In the beginning, each canner made his own cans, and a workman in those days could make by hand 150 per day.

Today production of more than Six Billion cans annually for the canned food output of America is significant of the development of the tin can industry, and of the canned food industry, as well, which makes all these millions upon millions of cans necessary. The imagination is staggered by it. Expressed in terms of tables supplied, and of individuals served, it is almost beyond belief.

The "tin" can is a steel can, coated with tin. It is a product of science, of scientific research by hundreds of specialists who have studied every step of evolution beginning with analysis of the steel itself.

*Extraordinary Care Has Surrounded It*

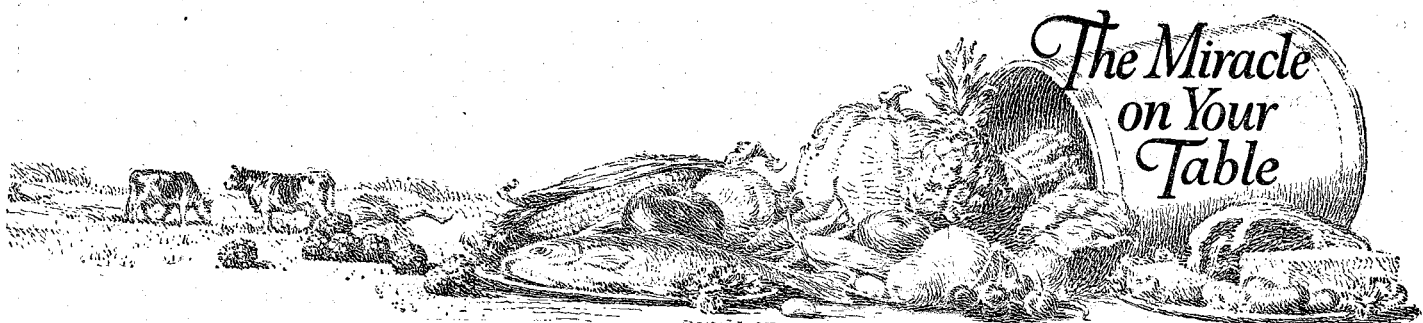
For example, over a period of years, picked men from the laboratories of four great organizations united in the common effort of developing the tin container. These were the laboratories of steel manufacturers, tin plate manufacturers, can manufacturers, and the National Canners Association. Special "heats" of steel were experimented with, foods packed in the cans produced from the steel, and the results recorded with scientific accuracy. The thickness of the tin coating became a matter of scientific determination. Methods of sealing and imperviousness of joints are subjects of closest scientific scrutiny.

*Respect the Tin Can*

As the tin can stands on your grocer's shelves or on the shelves of your own pantry, this highly specialized little object claims your respect. The tin can unquestionably is the safest, most practicable and scientific food container that human skill and ingenuity have been able to devise for the benefit of mankind.

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# REVIEWS - OF - NEW - BOOKS

## BEGINNINGS OF THE THEATER IN AMERICA

NEW YORK with its sixty theaters and numberless small places of entertainment gives little thought to its theatrical beginnings. In spite of the example of the restless students of life and letters in such countries as England or France, our own activities attract few investigators. So little have we known of that "dark backward" of our theatrical life that in the statements of our earliest historian of the stage, and indeed in the cursory knowledge of to-day, our theatrical history is assumed to begin in 1752. This date was the one set by William Dunlap, and adopted and followed by his successor Joseph Ireland, who, by the way, has provided for us the most valuable work in the history of the American stage that we possess. This leading was also followed by Wemyss, another chronicler of the rather small beer of the American stage, and not until Seilhamer began his history did something like the scientific spirit of examination enter into the work of these chroniclers. Mr. Seilhamer died with only three volumes of his work accomplished, and his record not even reaching into the nineteenth century. The latest newcomer in the field is Mr. Arthur Hornblow, the editor of *The Theater Magazine*, who has brought out "A History of the Theater in America" (Lippincott, Philadelphia), in two ample volumes. Mr. Hornblow himself is hampered by the less than scant information regarding plays and players in pre-Revolutionary newspapers and chronicles of the times, and like the others surrenders the joy of ascertaining for a certainty when and where the first theatrical performance took place on the North-American continent. To delve into old newspapers is a laborious task, and yet in them is practically all that is to be found of authentic document concerning the theater, as the playhouse was more or less frowned upon by our Puritanical forefathers, and was only grudgingly admitted as an institution for social consideration.

As far back as the year 1702 may be accepted as a fairly reliable date for the beginnings of things, and for this date we have the authority of Anthony Aston, a sort of actor-adventurer from England, who says he acted in New York in 1702, a statement made in the introduction to his play called "The Fool's Opera," published in 1731. Mr. Hornblow argues that "the fact that he is able to follow his profession here would seem to indicate that theatrical performances at the time of his visit were not tabu, but that they were already a popular feature of New York life." Aston's commonplace way of stating his information, so it is said, would seem to indicate that he found other actors here. New York was, of course, not the only place where early theatrical performances occurred; Boston had its theater, Philadelphia, also, and Williamsburg, Virginia, most of all. Williamsburg was indeed the most aristocratic and prosperous town on the continent, where the life of fashion was modeled after that of London, and the theater drew its patronage not alone from the aristocratic element, but from an intelligent middle class, who demanded all the intellectual pleasures of the Old World.

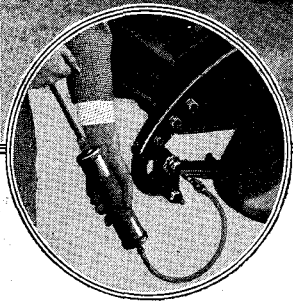
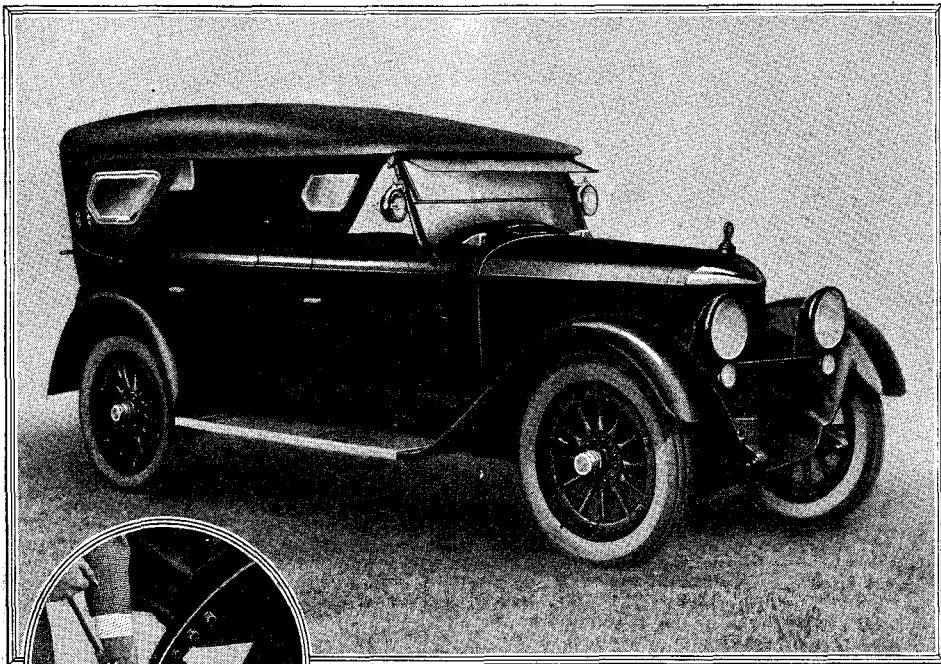
Since there is so much interest always in establishing the knowledge of the first thing, it would be interesting, of course, to determine what was really the first play produced in America, but we shall have to content ourselves with the record of one performed in New York on December 6, 1732, as the first one upon actual record. This was George Farquhar's comedy "The Recruiting Officer," one of those Restoration comedies lost to all but the curious student. Whether the actors who produced these plays were professional or merely amateur players remains a subject of vague speculation. What is likely is that both kinds were engaged. The stream of actors from England which has never ceased to run toward our stage, began in the very earliest days, but as if to flatter our patriotic emotions, almost a solitary name that has come down to us from these early days, is one of indigenous growth. Tho the name is Kean, the owner remains an American in spite of the fact that two Keans, father and son, of immensely greater pretensions to fame, came to us later from England.

The location of these early New York theaters is fairly well determined, at least when we come to those that were known as the Nassau Street Theater, the John Street, and the New or the Park. Other theaters that preceded these were probably no more than the lofts of buildings used otherwise for mercantile purposes, and this was perhaps the case with the first of the Nassau theaters. It is a far cry from the luxurious interiors of to-day to those bare rooms where the drama was cradled in America, a large room with a rude stage at one end, rough benches in front of it, occupying the position called "the pit" in the Elizabethan theaters, with boxes for the upper classes on either side. It is recorded that the theater in Beekman Street, the fourth playhouse to be erected in New York, cost only \$1,625. These early playhouses would hold about three hundred people, and performances were given every second or third night. Matinées were unheard of. The room was heated from a large stove in the center of the foyer near the street entrance, and in winter the spectators spent the *entr'acte* in thawing out around it. A sign posted conspicuously in the lobbies shows that Mrs. Trollope's strictures on the early American manners were not unfounded, for people are here "respectfully requested not to spit on the stove." Ladies and gentlemen came provided with their own charcoal foot-warmers, and so did not entirely congeal during the performance of an act. Peanuts were proscribed, and even as late as 1830 a notice hung in the St. Charles Theater, New Orleans, requesting patrons not to bring dogs to the theater "as they can not be admitted." The auditorium, if the word is not too big for the thing itself, was lighted first by candles until oil-lamps came into use. There is a graceful story of Thomas Wignell, the manager, carrying a pair of silver candlesticks and preceding President Washington to his box. What foot-lights there were also were of candles, and these and the light for the play were eked

out by chandeliers hanging on either side of the stage, and one from the ceiling in the center of the theater. While we luxuriate in the wonderful effects produced by the management of light in the theater of to-day it requires a strong effort of will to imagine the stage equipped with no more than these primitive accessories from the very beginning, and this, too, during the period when the most brilliant names were enrolled in the history of the theatrical art of the English drama.

The fact that theatrical representations were being held in the colonies and that doubtless here was a profitable field for adventure became a matter of intriguing news to English managers and we find that one William Hallam, a London actor-manager, turned in this direction as a profitable field for exploitation of the family talents of the Hallams. Dunlap has called William Hallam the "Father of the American Stage," and it is difficult on the basis of what information we possess to rob him of his title, altho our subsequent historians have shown that a fugitive theatrical assemblage already existed in this country for many years before Hallam set up his claims to paternity. Mr. Hornblow, the latest historian, while unwilling to accede to Dunlap's statement, yet owns that "the coming of the Hallams is an episode of great importance in the history of the American theater, not because they were the first professional players to appear in this country (which they were not), but because the manner of their organization, the extent and quality of their repertoire, the general excellence of the company, marked the first attempt to put the drama in this country on a dignified and permanent footing. In this sense the Hallams may be said to have been 'the first to introduce the drama in America.'" Their claim is the more legitimate from the fact that, aside from the suspension of theatrical activity caused by the Revolutionary War, the drama has had a continuous life since the Hallams first came here. The head of the company which arrived in Yorktown, Virginia, in June, 1752, was Lewis Hallam, son of the Hallam who projected the American invasion, and members of his family were present on the American stage for half a century. Their chief theatrical activities were centered in New York, where their organizations came to be known as the "Old American Company." But their first performance of which we have record, was given at Williamsburg, Va., on September 15, 1752, and the play was "The Merchant of Venice." The repertory which it was their business to unfold to the colonists not wholly unsophisticated in matters of art, consisted of a liberal sprinkling of Shakespeare together with specimens of the Restoration comedy such as were popular on the London stage.

So much for the beginnings of the theater in America. Mr. Hornblow's history will be found extremely useful as a condensation of the various earlier authorities whose works are all out of print, and not to be gathered up without some trouble and research. The skeptic and critical-minded will, however, follow his pages



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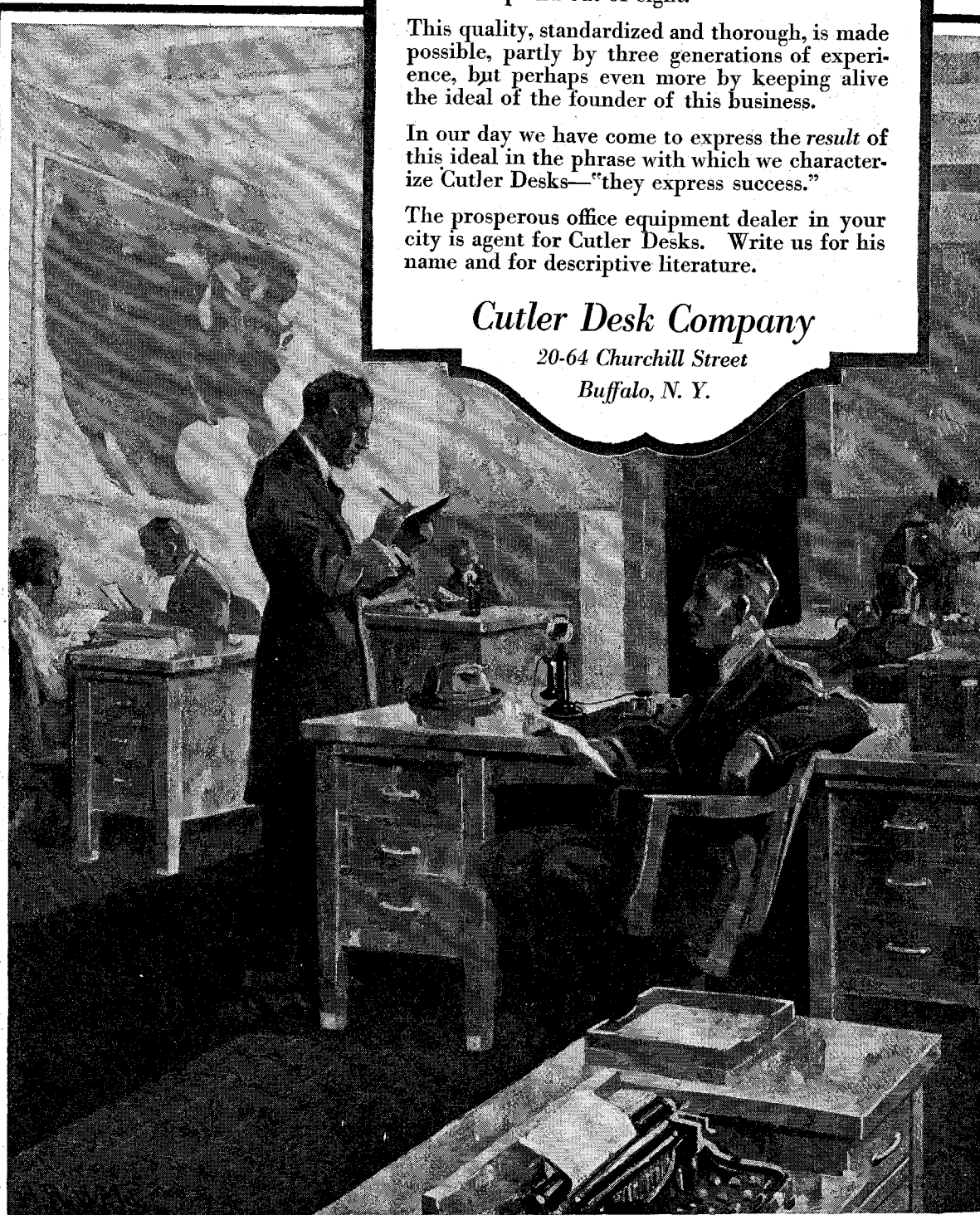


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## REVIEWS OF NEW BOOKS

Continued

with a certain air of regret that he has not fully enough documented with exact reference to the statements which he has made in his early pages. The work furthermore, perhaps, lacks the vivacity that might have been given it through the employment of another method. Mr. Hornblow evades the responsibility almost wholly of any critical comment, nor does he try to evoke the atmosphere of American social life to which the theater might serve as a valuable index. To be sure, it was many years before anything like an American drama was introduced upon the stage in America, but that does not preclude the possibility of our discovering the "form and pressure" of social life by means of plays which our people affected.

Following the Hallam visit came wave after wave of successive invasions, sometimes in the form of such exalted individuals as Thomas Abthorpe Cooper, then George Frederick Cooke, then Edmund Kean; while such families as the Wallacks, the Booths, the Hollands, the Drews, and others, all of English origin, from time to time established themselves on these shores, until such time as the American theater itself had strength to declare itself as a national institution without a constant feeding from the fountain-head of our English drama in the British Isles.

## THE STORY OF A FULL LIFE

WOMEN to-day are apt to look back on the times of their grandmothers as singularly lacking in opportunity. What could a woman who wanted a career do in those benighted days? You kept house, maybe, and possibly you taught school, but that measured the stretch of success.

But if ever a woman lived a full and useful and interesting life, that woman was Elizabeth Cary Agassiz, and the reading of her biography, by Lucy Allen Paton (Houghton Mifflin Co.), proves that our grandmothers managed very well indeed about opportunity when they chose.

They had physical courage, too, even tho athletics were not part of their upbringing. Mrs. Agassiz writes from Rio de Janeiro, whither she has accompanied her husband on an important scientific expedition.

"I have had my first mountain-ride—on a horse instead of a mule, with no guide at his head, left entirely to his own discretion and my own, and I must say I never enjoyed anything more in my life." It was "a very tall, white horse," and the moment of mounting appeared to be most perilous. But there is a Mr. Billings along, who is a good teacher, and presently Mrs. Agassiz is quite at home, "able to keep up an animated conversation." The last mile is very steep and slippery, but they all scramble up and enjoy a marvelous view. Mrs. Agassiz admits that "it faintly dawned upon my mind occasionally that we had to get down from this peak, but I did not allow my thoughts to rest upon it for an instant. The awful moment came, however, like the dentist's and all other inevitable facts, and then I found that all the rest of the party intended, with the exception of Mr. Billings and Captain Coster, to walk down the steepest part of the slippery road and take the horses at a lower station." But this was not Mrs. Agassiz's idea of how to meet a difficult situation. She rode down, as she had ridden up. And it was in that spirit that she met any difficult or dangerous thing in her life.

An interesting bit from one of these South-American letters brings the particular year forcibly before one.

We have just returned from an enchanting journey . . . but . . . we are received with such an extraordinary avalanche of public news, good and bad, that it drives everything else out of mind. Richmond and Petersburg taken, Lee defeated at every point, the war virtually over—this was our first news as we neared the city; . . . and then came the terrible close, giving an account of this wholesale assassination at Washington, which reads like the last scene in a five-act tragedy and seems utterly incredible. That three members of the Seward family should be left for dead in their own house and all the servants about and awake is most extraordinary. Lincoln's being shot in the theater seems more possible. I still think we must be the victims of a gigantic street rumor. Here they brought the story with the most singular accessories; it is attributed to the Booths—the brothers Booth, as they call them, and they have got the name of J. Wilkes Booth in full on all the bulletins. This part must be a fabrication. It is in vain I state that Edwin Booth at least is a loyal man—he and Wilkes are in everybody's mouth as rabid secessionists and fanatics, etc. The whole thing seems to me like a bad dream. . . .

This letter bears date of May 16, 1865.

Elizabeth Cary, who became the wife of Prof. Louis Agassiz, was born in the year 1822, in her grandfather's house on Pearl Street, Boston. She was born into more than comfortable circumstances, and connected with the best families of the little city. Her childhood was serene and happy. In 1833 the family moved to Temple Place, and there the child lived until her marriage.

It was a home where music and literature were beloved. "Lizzie and Mary sang delightfully together, and each younger child was expected to play or sing or do both to add to the domestic pleasure." And it was a happy, gay home, where dancing parties were given and young friends welcomed, a home full of brothers and sisters, who were forever getting up charades and private theatricals, and going to hear the best music of the day. There were visits to New York and there were parties in the country and sleighing home again through the snow. It is a picture of a life sweet, healthy, full of interests and friends. It is thoroughly American, and the best American, and of course it is also provincial, for the Boston of the forties was scarcely cosmopolitan, whatever it may have become later.

Into this atmosphere came Louis Agassiz, a scientist of world renown, and a man of unusual charm. From the first he carried Boston captive. He had come to give a course of lectures for the Lowell Institute under the auspices of Mr. John Lowell, and in spite of his defective English his success was assured from the moment he was heard. He was first seen by Elizabeth's mother in the Lowell pew of a Sunday morning, and that his appearance was attractive is proved by her remark when she got home: "I should like to know who it was who sat in the Lowell's pew this morning, for he's the first person I ever saw whom I should like you to marry."

This was in 1846, and Agassiz was then married to his first wife. Two years later she died, never having left Europe. In 1850 he and Elizabeth were married, and his children, three in number, joined the new establishment. The relation between the stepmother and her family was ideal, the son, Alexander, fairly worshipping the

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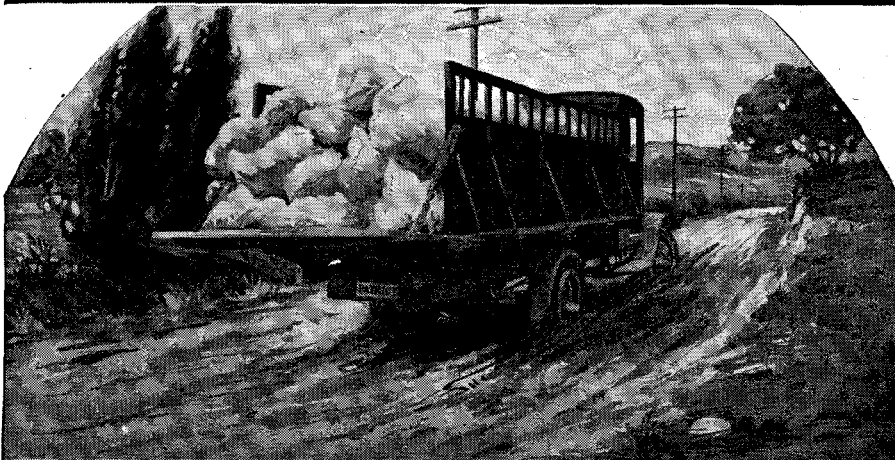
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But if you want to see this unusual truck really perform—get right down and pull—send it charging through hub-deep mud, up slippery hills, through clogging sand, over newly plowed ground.

You will be astonished at the willing ease with which the Patriot answers unreasonable demands.

Patriot Trucks were designed to stand up and deliver under unusually difficult conditions. We expect the owner to use his Patriot every working day of the year, fine weather or foul, good roads or bad.

Patriots are easy to run and keep running. Few adjustments are necessary, little attention required.

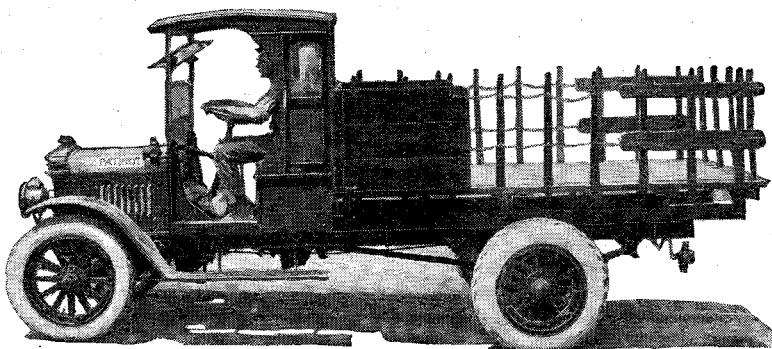
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## REVIEWS OF NEW BOOKS

*Continued*

gentle and lovely woman who was his father's wife.

Now began a new life. The first move was to Charleston, S. C., where Agassiz gave two series of lectures during two winters.

The next development was the establishment by Mrs. Agassiz of a school for girls. She wanted to eke out the narrow family income, and hit upon this plan, which was really the beginning of Radcliffe College. It must have been a remarkable school. It was placed in the upper part of the Quincy Street house where the Agassizs lived. Some seventy girls formed the classes, and every morning there was a lecture by Agassiz himself, and several colleagues of his gave lectures in history and literature or took classes in special departments. Mrs. Agassiz saw to the smooth running of the establishment and the deportment of the young ladies. In 1863 the uncertainties of the Civil War, and the fact that Agassiz's salary had been raised sufficiently to remove anxiety as to making both ends meet made the school superfluous, and it was closed. After that Elizabeth devoted her entire time and being to the work of helping her distinguished husband, with such success that one day Agassiz said to his friend, Prof. Burt G. Wilder, of Cornell, "Without her I could not exist."

In 1858 the founding of the Agassiz Museum witnessed to Agassiz's genius, and remained one of the triumphs of his career. After the laying of the cornerstone the couple, with his two daughters, spent several weeks in Europe, where Elizabeth met and won her husband's relatives, who became her faithful friends. Through her letters during his visit runs the constant reflection of her love for Agassiz and her joy in seeing him happy and well. On her return her first book was published, written under the guidance of her husband and telling in simple words the life-stories of many little creatures of the sea. Before this year her three stepchildren were happily married, and she was soon a grandmother.

Then came the long journey to South America, and the publication of the "Journey in Brazil," the work of the two, a book that met with much praise from the famous men of the day as well as with popular success. Holmes wrote to Elizabeth in regard to it: "So exquisitely are your labors blended that, as with the mermaid of ancient poets, it is hard to say where the woman leaves off and the fish begins." Longfellow was enthusiastic, and his brother-in-law, Tom Appleton, gave this word of praise, which rings rather amusingly to-day: "Such a charming book, and so ladylike."

Mrs. Agassiz took up the labor of preparing a biography of her husband soon after his death, tho the book did not appear till 1885, and was immediately recognized as an important addition to the world's really fine biographies. It stands to-day as the greatest monument of her life, with Radcliffe as close second. In 1879 occurs the first mention of this new interest in her life, a note in her diary to this effect:

"Feb. 11: At home morning. Meeting about Harvard education for women, afternoon."

Nine years later Radcliffe was incorporated, with Mrs. Agassiz still as president. Those nine years had been full of splendid work and dauntless hope. Inspiring the president was her deep devotion to Har-

## REVIEWS OF NEW BOOKS

Continued

vard, an outcome of her devotion to her husband.

Radeliffe would have come into being without Mrs. Agassiz, but to her it owes much of its character and its early success. She remained its president until 1900, and then was made honorary president by a grateful college that would not let her go. She died in 1907.

She kept her youth. Here is an entry in her diary that somehow puts the woman before you as a more important item might not: "Reading French at sight. It seems a little absurd to be pursuing modern languages when you are face to face with your eightieth birthday. I wonder why I do it?" Here, truly, was one who "Warmed both hands before the fire of life."

DUNSANY PICTURES THE GHOSTLY  
RUIN OF WAR

On the great steps of Arras Cathedral I saw a procession, in silence, standing still.

They were in orderly and perfect lines, stirring or swaying slightly. Sometimes they bent their heads, sometimes two leaned together, but for the most part they were motionless. It was the time when the fashion was just changing, and some were newly all in shining yellow, while others still wore green.

I went up the steps among them, the only human thing, for men and women worship no more in Arras Cathedral, and the trees have come instead; little humble things all less than four years, in great numbers thronging the steps processional, and growing in perfect rows just where step meets step . . . they have such a reverend air, the young limes on the three rows of steps, that you would say they . . . thought that these great walls open to stars and sun were the natural and fitting place for the worship of little weeds.

We move from picture to picture, with ruin about us, and shattered house and desolate men and women look dumbly at us as we go. Lord Dunsany is a poet and can work wizardry with words. In his little book, "Unhappy Far-Off Things" (Little, Brown & Co.), he is stirred by the terrible beauty of destruction, and seeks to translate it into words for us to see with him what he is looking upon. He does much—all no man can do.

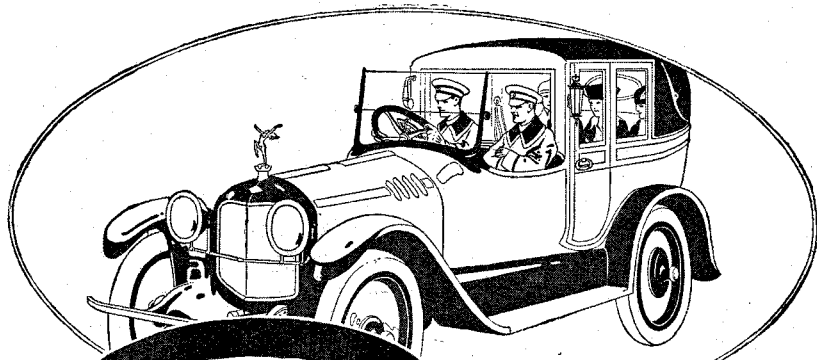
There is the old man in the vanished village of Croisilles, the old man with one hope. His son had been killed, and as Dunsany approached him he pointed to a heap of white stones:

"Voilà ma maison," he said.

He spoke as a woman might say of her only child, "Look at my baby."

It was an old house, the foundations dating from feudal days, and a fine house, a high house, two stories high. Now there was nothing but a mound. And on the hill another larger mound showed where the church had stood. But there was nothing left of that, either, except that some one had stuck a wooden cross on top of the pile. The man old was alone, and his house and his village had vanished. He did not seem to hear when Dunsany spoke of the future, of the rebuilding of Croisilles; he was not interested.

When I had finished speaking of the future, he raised a knobbed stick that he carried up to the level of his throat, surely his son's old trench stick, and there he let

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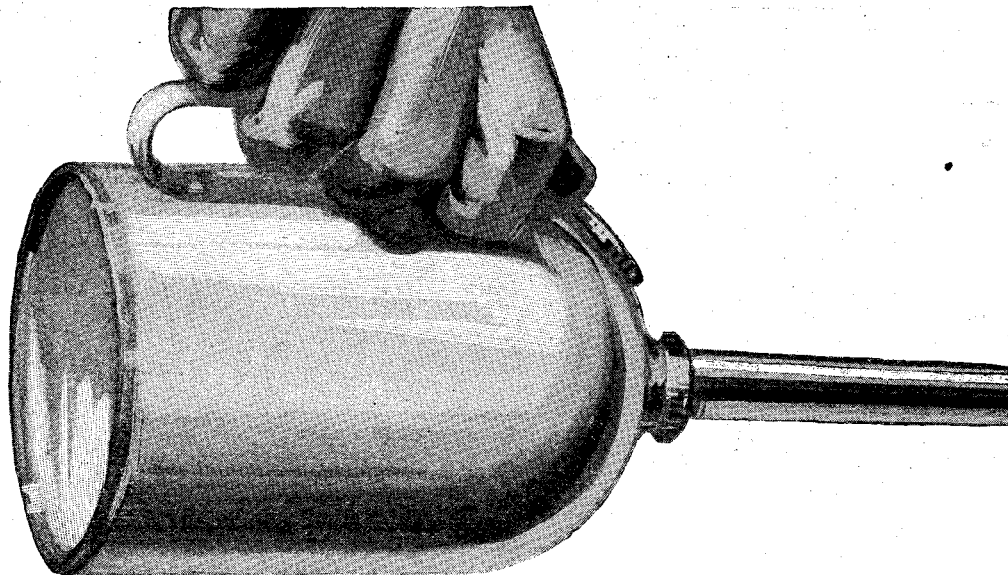
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Very heavy bodied oils, especially suitable for the lubrication of farm machinery, and bearings of heavy or slow running machinery:

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Gargoyle Viscolite Oil, CC  
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### Gargoyle Etna Oils

Heavy bodied oils, manufactured for the lubrication of machinery bearings in general:

Gargoyle Etna Oil, Extra Heavy  
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Medium bodied oils for the lubrication of bearings of light high speed engines, machines and shafting:

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### Gargoyle Velocite Oils

Light bodied oils for the lubrication of textile machines:

Gargoyle Velocite Oil, Bleached  
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# Bearing Lubrication

## —Yardstick to Profit and Loss

FOR many years a machine-shop maxim has run, "It is cheaper to wear out oil than machinery." But many executives are just waking up to the full importance of that fact—particularly in regard to bearing lubrication.

Practically every machine has bearings somewhere in its makeup. To get work done mechanically, "The wheels must turn." The way to let the bearings turn the wheels most freely is to lubricate them with the correct bearing oils.

It is the same old story—the best is the cheapest in the long run.

A change to Gargoyle Bearing Oils immediately brings better results. Nearly always power that was formerly wasted is saved. Sometimes it is only a small per cent. In

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Again, Gargoyle Bearing Oils minimize the chance of shut-downs. Manufacturers who have figured it out realize that an hour's shut-down may cost them more than all the oil which a plant may buy in a whole year.

The cheapest oil per gallon is usually the most expensive in the long run. Results more than justify the use of high-grade bearing oils.

Gargoyle Bearing Oils are produced in grades to meet the nine different conditions under which bearings are lubricated. Our Bearing Paper discusses these nine conditions in detail.

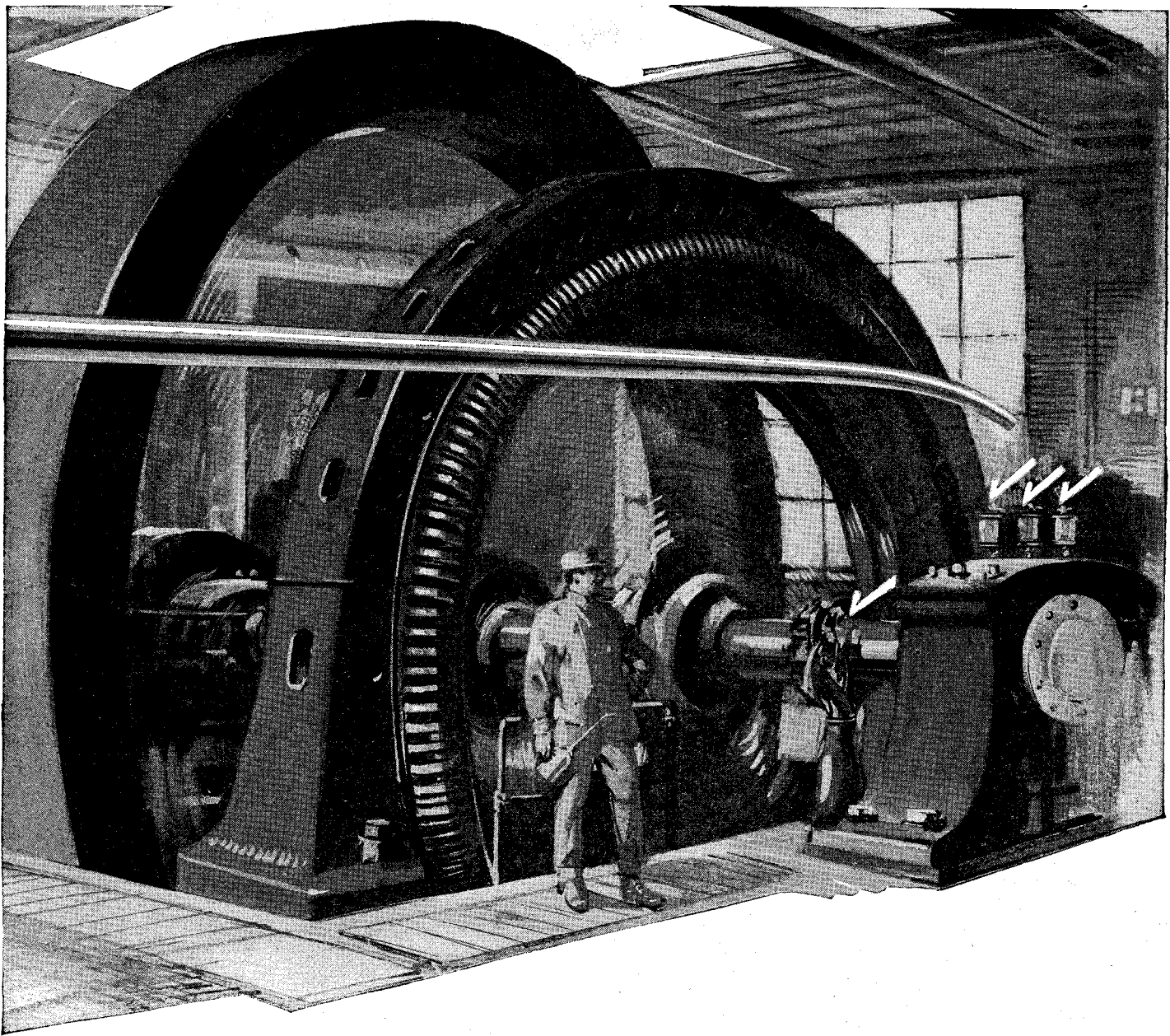
We recommend that you write for our paper on Bearing Lubrication. Please address our nearest Branch.

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Obtainable everywhere in the world.

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## REVIEWS OF NEW BOOKS

Continued

it dangle from a piece of string in the handle, which he held against his neck . . . "Le Kaiser," he said . . . and repeated again, "Le Kaiser," and watched me closely to be sure I understood. And then he said "Pendur," and made the stick quiver a little. . . .

I spoke no more of the rebuilding of his house . . . of the new Croisilles shining through future years; for these were not the things that he saw in the future, and these were not the hopes of this poor old man. He had one dark hope of the future and no others. He hoped to see the Kaiser hanged for the wrong he had done to Croisilles. It was for this hope he lived. . . .

Do not, I pray you, by your voice or your vote, or by any power or influence that you have, do anything to take away from this poor old Frenchman the only little hope that he has left. The more trivial his odd hope appears to you compared with all your high hopes that come so easily to you . . . the more cruel a thing it must be to take it from him.

No, no man can tell all of this story of ruin. But we get something as we turn the pages of this slender volume. Perhaps it is a picture seen by moonlight, an impression caught by an officer seeking his lost battalion and reaching Péronne at night, "That great town streaming with moonlight and full of the mystery that moonlight always brings, but without the light of it; all black, dark as caverns of earth where no light ever came, blacker for the moonlight than if no moon were there, sadder, mourning, and accursed. Each house in the great streets sheltering darkness among its windowless walls, as tho it nursed disaster, having no other children left, and would not let the moon peer in on its grief or see the monstrous orphan that it fondled."

It is the ruin of our generation, of our time, that Dunsany paints. Not the old ruins of ancient epochs, that have their own beauty and are not sad, bitter memories; but the crushing and the destruction of to-day.

Here, in a single day, perhaps in a moment with one discharge from a battery, all the little things that one family cared for, their house, their garden, and the garden paths, and then the village and the road through the village, and the old landmarks that the old people remembered, and countless treasured things, were all turned to rubbish.

Rubbish. Little homes and fair cathedrals and fine green forests that took the wind with music. Rubbish the household treasures, the children's toys, the hopes of young and old. Buried under plaster and red dust of bricks.

Read these pages, get the pictures, look out on the rubbish where once the little towns and the wide fields lay at peace. And then ponder this paragraph by Nietzsche, "You have heard that a good cause justifies any war, but I say unto you that a good war justifies any cause."

There is a sound that haunts the battlefields when the winds pass over those great wastes, "The mournful sound of iron flapping on broken things." One may fancy it the echo of mad Nietzsche's voice, a sound that will haunt these wastes forever.

## RUSINIA

(Continued from page 106)

shown by these people toward the Russians. Altho the Uhro-Rusins were compelled to fight for the autocratic Powers of mid-Europe, they were our allies from the beginning of the war.

**UHRO-RUSINS OF THE UNITED STATES**—In the course of the last thirty years the Uhro-Rusins, dissatisfied with the conditions in Hungary, emigrated in large numbers, and there are to-day about 500,000 in America.

They are very well organized here, having two great beneficial organizations, one the Greek Catholic Union of Rusin Brotherhoods of the United States of America, and the other, the United Societies of the Greek Catholic Religion of the United States of America.

They are settled in large numbers in about 150 cities of Pennsylvania, Ohio, New York, Connecticut, New Jersey, and Illinois, and smaller numbers are to be found scattered all around in the States. Their parishes are large in numbers and their churches are distinguished architectural structures.

The above-mentioned two organizations, backed up with the 150 Greek Catholic Rusin churches, consist of the American Uhro-Rusin people, who, in the work of liberation of their brothers, are represented by the American National Council of Uhro-Rusins.

Realizing the impossibility of communication with the Uhro-Rusins in Hungary, this American National Council of Uhro-Rusins agreed upon what the aims and ambitions of the Uhro-Rusins are, and on October 21, 1918, presented a memorandum to his Excellency Woodrow Wilson, President of the United States of America. After an audience with the President, the directors of the American National Council of Uhro-Rusins, accepting the suggestion of the President, decided to carry on an active campaign, so that the Uhro-Rusins of Hungary would comprise an autonomous state in federation with other state or states.

On October 23, 1918, at the convention of the Mid-European Union in Independence Hall, Philadelphia, Pa., the Uhro-Rusins were recognized as a separate and distinct nationality, and on October 26, 1918, Gregory I. Zatkovich, representative of the Uhro-Rusins, signed the Declaration of Aims of the Opprest Nationalities of Europe for and on behalf of the Uhro-Rusins.

On November 12, 1918, the American National Council of Uhro-Rusins unanimously decided to recommend a union of an autonomous Uhro-Rusinia with the Czecho-Slovak Republic, and further decided to submit the recommendation to a vote of all the Uhro-Rusins in America. This vote was completed in the latter part of December, 1918, the result being almost three to one for ratification of the recom-

mendation of the National Council. A commission of two, i.e., Gregory I. Zatkovich, chairman, and Julius J. Gardos, the president of the National Council, have been elected to go to Uhro-Rusinia and inform the Uhro-Rusins of the recommendations and wishes of their brethren in America, and also to distribute funds, partly collected and to be collected, for charitable purposes.

The Uhro-Rusins during the war proved to be among the most loyal of foreigners in this country. They contributed to the winning the war by their hard labor and by buying Liberty bonds and War-Saving Stamps. They also helped and gave to all war-work and relief purposes approved by our Government.

**RUSINIA'S GOVERNMENT**—At their request the Peace Conference joined the Rusins of Hungary to the Czecho-Slovak Republic and provided that they should have a full measure of self-government. In pursuance of this decision the following proclamation was issued at Uzhorod, the capital of Rusinia, on November 18, 1919, by General Hennocque, military commander, and countersigned by Dr. Brejcha, civil administrator:

"In the name and by order of the Government of the Czecho-Slovak Republic, as the supreme commander of Karpethian Russia I hereby proclaim and announce:

"Age-old desires of opprest nations have been fulfilled. Karpethian Russia is free, and the Czecho-Slovak Republic without delay, even prior to the election of a diet, lays the foundation for the autonomous administration of Karpethian Russia in those spheres which the Paris Treaty leaves to the free decision of the nation.

"Therefore, with a view to the welfare of the autonomous territory and in the spirit of obligations assumed the Government of the Czecho-Slovak Republic decided to issue the general statute for the organization and administration of Karpethian Russia.

"After mature consideration the Government of the Czecho-Slovak Republic entrusted the affairs of Karpethian Russia to an administrator; it expects that all patriots of eminence who take part in the administration of the territory through the directory will sustain him in his difficult task."

We are further informed, through *The Czecho-Slovak Review* (Chicago), that there was adopted at the Peace Conference a treaty between the five Great Powers and the Czecho-Slovak Republic in which it is provided that:

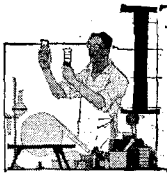
"1. The Czecho-Slovak Republic agrees to organize Rusin territory south of the Karpethians, within limits determined by the principal Allied and Associated Powers, into an autonomous unit of the Czecho-Slovak state and will grant it the highest measure of self-government consistent with the unity of the Czecho-Slovak state.

"2. Rusin territory south of the Karpethians will have its own diet. This diet will exercise legislative power in all language, school, and religious questions, in matters of local autonomy and i-

# Why spare tires go bad and give short mileage

*Chemistry shows motorists how to get full mileage from spares  
Simple, easily-applied protection that works wonders*

BY J. A. FINDLEY, Research Engineer



It is well-known among motorists that tires carried as spares for any length of time nearly always fail to give full mileage.

A shoe in use generally wears down slowly—but a shoe carried as spare, when put on a wheel, frequently wears out rapidly or blows out without warning.

*What causes rubber to go to pieces?*

Chemistry's explanation of this is that, while the spare shoe has been safe from road wear, its strength has been sapped by exposure to sunlight and air.

As is well-known, rubber is vegetable—organic—matter, and all organic matter is subject to disintegration through the action of oxygen and sunlight. This means simply that rubber oxidizes in the air, loses its expansion and contraction qualities and becomes brittle.

*Four examples of rubber disintegration*

This will seem perfectly natural if the motorist will recall the rubber band that burst when he stretched it, and the rubber tobacco pouch that cracked and finally fell apart.

A garden-hose maker says, "Don't let this rubber hose lie in the sun when not in use." A rain-coat maker advises, "Never hang your coat near a stove or throw it over a radiator to dry. Dough becomes bread in baking, yet it can be overbaked or burnt, and the same is true of rubber."

All of these incidents show you the bad effect of oxygen on rubber. Oxygen, heat and strong sunlight are rubber's natural enemies.

Still another example of the effect of the sun's rays (and a painful one)



is that of sunburn. Here the skin is discolored, parched and finally cracked.

While this disintegrating effect on rubber is a perfectly natural one, for motorists it is a mighty expensive one.

*Save wastage of 2,000 miles*

All high-grade tires come from the factory in durable wrappings because tire makers know rubber must be protected to prevent loss of mileage. Yet the average car owner fails to protect his expensive tire and trouble results.

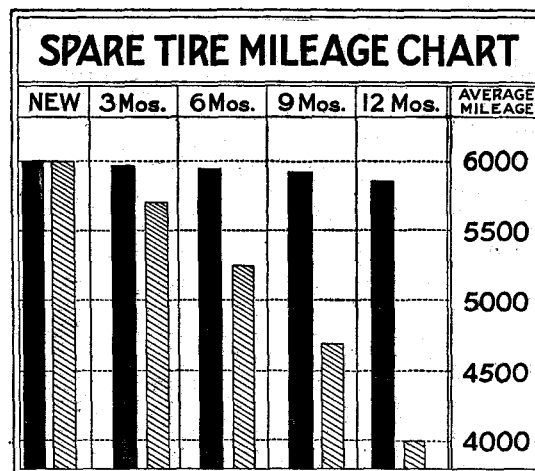


Chart showing how Unprotected Spares deteriorate while NITREXED Spares hold their Life

Notice the mileage chart shown on this page. You will see that a tire good for 6,000 miles when new, loses on the average 2,000 miles of life if carried as a spare twelve months.

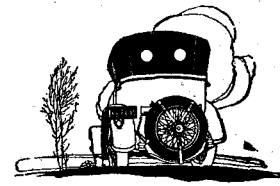
*Scientific discovery protects mileage*  
NO ILL EFFECT ON THE RUBBER

Various coatings have been made and tried heretofore. Yet not one has ever been offered the public generally. All have had some fault.

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Nitrex, the new coating for spare tires, meets both needs.

Nitrex was developed in the chemical laboratories of the Sterling Varnish Co., Pittsburgh, Penna. This company was established in 1894, and is known throughout the world for its coatings used to insulate the vital electrical parts of automobiles, trucks, tractors, airplanes and airships.



*Nitrex is guaranteed by this company to give full protection to tires and to be absolutely non-injurious to rubber.*

*Five other advantages of Nitrex*

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**WASHES PERFECTLY:** Nitrex is rainproof and can be washed again and again.

**QUICK TIRE CHANGES:** When a Nitrexed spare is put on the wheel and run a short distance, the Nitrex flakes off quickly and completely. No dust-covered tire case to get off and on.

*Endorsed by hundreds of car owners, chauffeurs and tire dealers*

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## RECONSTRUCTION PROBLEMS

Continued

questions which may be entrusted to it by the laws of the Czechoslovak Republic. The Governor of the Rusin territory, who will be appointed by the President of the Czechoslovak Republic, will be responsible to the Rusin Diet.

"3. The Czechoslovak Republic agrees that officials in Rusin territory will be as far as possible selected from among the inhabitants of this territory.

"4. The Czechoslovak Republic guarantees to the Rusin territory just representation in the legislative body of the republic through deputies elected in accordance with the constitution of the Czechoslovak Republic. These deputies shall not have the right to vote in the Czechoslovak parliament on such legislative subjects as are within the jurisdiction of the Rusin Diet."

The territorial commission of the Peace Conference settled Rusin's boundaries in the following manner:

"(a) The demarcation-line between Slovaks and Rusins shall run in a direct line from the city of Cap (Csap) to the northern part of Uzhorod (Ungvar), so that the railroad remains in Slovakia and Uzhorod in Rusin, and thence along the river Uz (Ung) toward the Karpethians. All territory east of this line shall be considered to be the autonomous Rusin territory.

"(b) The southern boundary of autonomous Rusin territory was determined by the Peace Conference so that the line from Cap runs to the south, the railroad remains on Rusin territory up to Maramoros Sihot, which is given to Roumania; further the boundary runs partly along the river Tisa in an easterly direction to the northern boundary, which is identical with the boundary between former Hungary and Galicia.

"(c) Because a part of the Rusin people forms a minority on Slovak territory, as determined by the Peace Conference, the Czechoslovak Government recommended to the representatives of both nations to agree as to the eventual addition of contiguous Rusin territory to the autonomous Rusin province.

"Until the future diet settles this question, the historical name Karpethian Russia (or Russia under the Karpethians) shall be used; it is also permissible to use the term Rusin."

**EDUCATION AND LANGUAGE**—The needed Rusin schools will be established as rapidly as possible. The Rusin language will be used in instruction in the lower classes and will gradually be adopted in the higher classes. In general the Rusin will be the official language. In the transitional period the Magyar language will be retained in the higher grades in existing schools, but Rusin will in all cases be a required subject. We read further:

"Schools of the Magyar minority will be protected, like all minorities in the republic, by the decisions of the Peace Conference applying to minorities and by the laws and decrees of the republic.

With a view to the strengthening of order and laying proper foundations for the new general and autonomous adminis-

tration, the Government, in accordance with Article I of the above treaty, has appointed a temporary administrator who will be assisted by necessary officials. The Government has also appointed a temporary Rusin autonomous directory. The directory will be the advisory council for legislation and administration in all language, school, and religious questions and in matters of local administration. The advisory function of the directory applies also to the appointment and recall of all officials and employees entrusted with the administration of the above-named subjects. These officials will be appointed by the administrator and will be subject and responsible to him.

"If the administrator and the directory disagree upon any question enumerated in the preceding paragraph, the question will be submitted to the President of the Republic or some other person, except the administrator, selected by the President. The decision of the President or his appointees shall be final and authoritative. Until then the question shall be considered pending.

"The directory will be divided into departments, and it may also be heard upon questions common to the entire state.

"The administrator shall assign to the directory necessary clerical assistance.

"The office of administrator and of the autonomous directory will cease to exist when the Rusin autonomous constitution, based on the decisions of the Paris Conference, comes into effect. The election of members of the Rusin Diet will take place not later than ninety days after elections to the National Assembly of the Czechoslovak Republic. The offices of administrator and directory are provisional and shall not constitute a precedent for the future.

"Rusin will have its own public finances. Until definitely regulated the state will pay all expenses of administration, which will in the future be separately audited."

**Making It Impressive.**—A preacher was describing the "bad place" to a congregation of naval cadets.

"Friends," he said, "you've seen molten iron running out of a furnace, haven't you? It comes out white hot, sizzling and hissing. Well—"

The preacher pointed a long, lean finger at the lads.

"Well," he continued, "they use that stuff for ice-cream in the place I have been speaking of."—*London Tit-Bits.*

**Pity the Poet.**—VISITOR—"I am collecting for the poets' hospital. Will you contribute?"

EDITOR—"With pleasure. Call to-night with the ambulance and I'll have a poet ready."—*The American Legion Weekly.*

**Got Off Lightly.**—"Hello, Ferguson! What's up?"

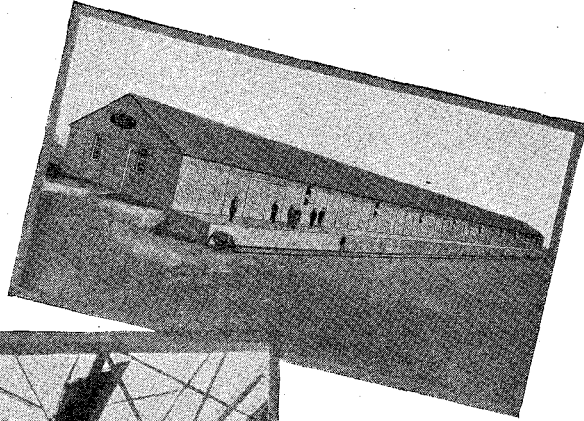
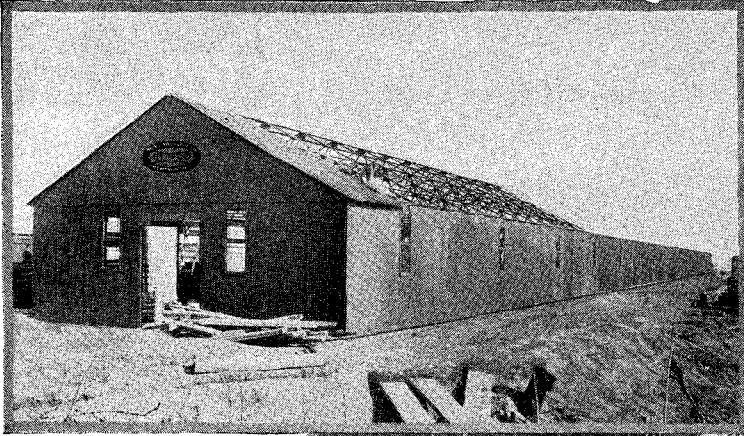
"Gunshot wounds, old man."

"Great Scott! How did it happen? Out shooting?"

"No, home; learning the cornet."—*London Blighly.*

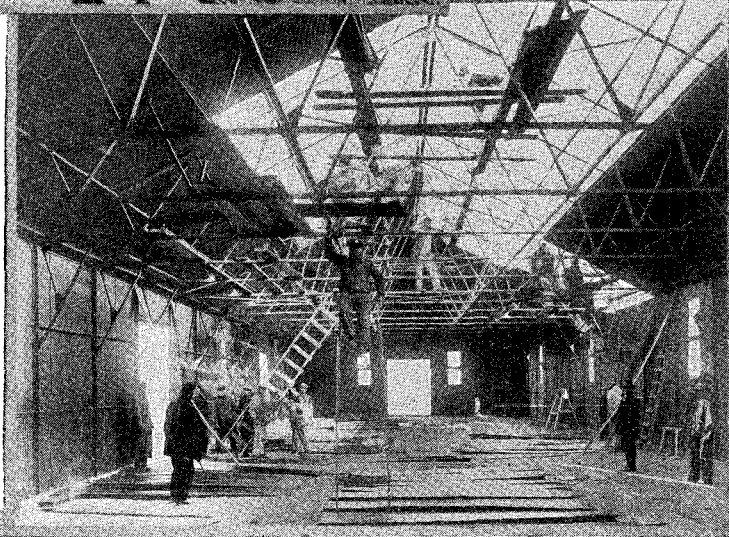
**Slight Mistake.**—Some men found guilty of robbery confessed, the other day, that they did it in order to start business. They had better have kept to the usual procedure and started business first.—*London Passing Show.*



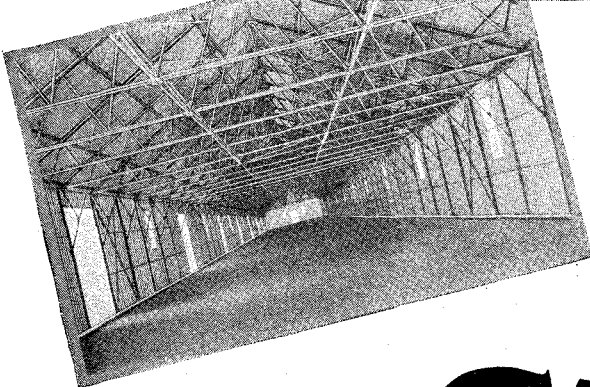


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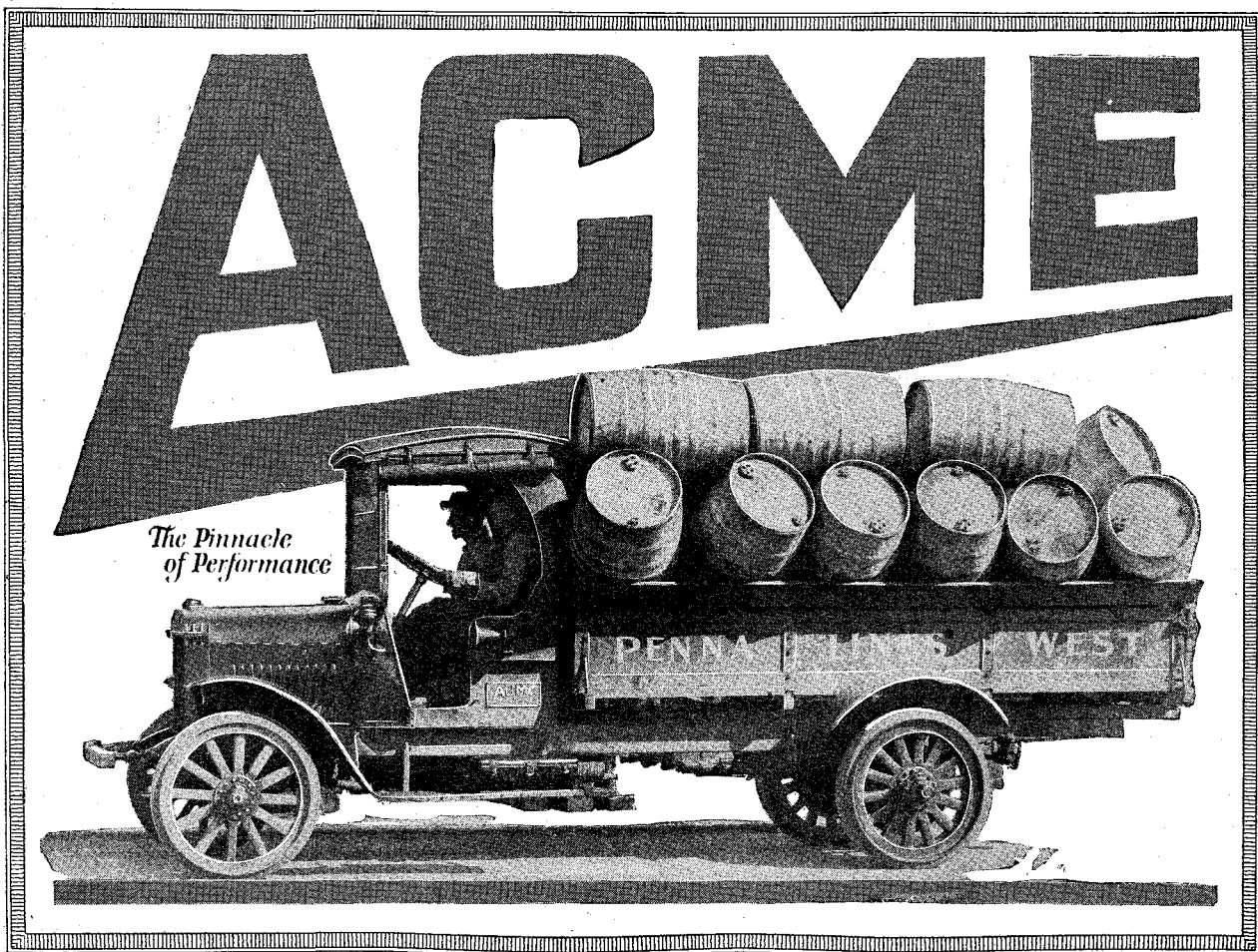
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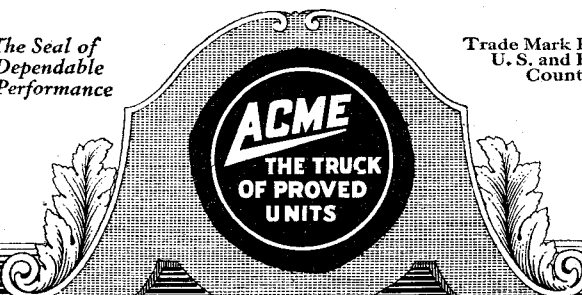
We have the facts. An independent organization investigated every Acme truck in service in the United States and learned that Acme stands out conspicuously for absolute satisfaction — and why. One Acme used in hauling milk from the rural districts has covered 23,800 miles without one cent of repairs; a 3½-ton Acme used in ice hauling has run 31 months without one cent for repairs; a 3½-ton Acme used in hauling coal has been in service 18 months, a total of 23,400 miles, with no repairs.

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Countries



# MOTERING AND AVIATION

## THE ALL-CONQUERING AUTO THIEF, AND A PROPOSED QUIETUS FOR HIM

GIVE a needle a speed of sixty miles an hour, and then try to find it in a haystack made up of nothing but needles. The hopelessness of the task is practically no greater, a recent investigator of the auto-stealing industry reports, than that of recovering a stolen car. Partly for this reason, it seems, the stealing of motor-cars has developed into a regular industry in which fortunes are made and a large number of persons are engaged. Thus, we are told, a man died in New York recently, who had made half a million dollars in this line of endeavor. He is said to have been the first to apply business principles to the industry, and tho he reaped his reward, his death is supposed to have been caused by the nervous strain incident to his nefarious calling. No other product of human industry has ever been so promiscuously stolen, it is said, the records showing that fully a tenth of the cars manufactured annually fall a prey to thieves. Locks and other devices don't help. The car-stealing gentry seem to "get away with it" in spite of all obstacles. In a recent article in *Munsey's Magazine* (New York), Alexander C. Johnston, editor of *Motor*, discusses at some length the problem presented by the auto thief. First, he describes this form of criminal and his methods:

The modern professional automobile thief is the most thoroughly competent practitioner on earth. You may lock your car with all the locks you can find; you may chain it with nickel-steel chains; you may burden it down with thief-proof devices, but you may make up your mind that if a bona-fide automobile thief has determined to have your car, you are going to lose it. Don't imagine, however, that I mean to imply that all automobile locks are worthless, for they are not—but we shall come to that a little later on.

The professional automobile thief has usually been a chauffeur. He has probably worked in a garage, repair-shop, service-station, or even in an automobile-factory. He is a master mechanic, and knows every nut and bolt on the car, every piece of equipment that may or may not be installed, every device that has been designed for preventing car-stealing, better than the men who design cars, equipment, and devices.

This master among thieves has a method of overcoming every impediment that is placed in his way, and as fast as new ones are invented he finds a way to meet them. If conditions are not propitious for working at the mechanism of the car, in order to circumvent the owner's precautions, the light-fingered gentleman is no whit disconcerted. He only has to bring upon the scene his service-car—strangely named for such work—and tow away the prize to a more convenient location, where he completes at leisure the task of restoring his loot to running condition.

Auto thieves work in gangs and operate well-equipped garages, to which all stolen cars are taken for alterations. The business is said to have developed the latest wrinkle in specialization. Each gang devotes itself solely to one make, and its garage becomes a sort of clearing-house for cars of that kind. Just as in other lines of business, some men in the auto-stealing industry rise above their fellows and conduct operations on an elaborate scale. An example of such an operator is given:

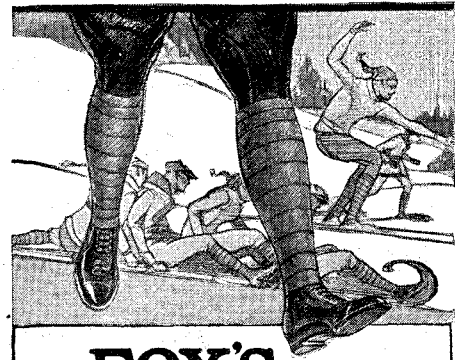
This man was a wholesaler in stolen machines. He had many gangs and innumerable single operators working for him. He rebuilt cars, and on occasions actually sold back to the original owner a vehicle that had passed through his factory. He shipped his loot to all parts of the country, as the market varied or the chase became hot. He was arrested scores of times, but in spite of the fact that the police knew that he was the man higher up in the game, they never were able to secure a conviction. This individual was the first large-scale operator in stolen automobiles, but he has many imitators to-day.

The great majority of stolen cars, however, are not taken by the professional thief, but fall into the hands of the "joy-rider." This is usually a youth with a taste for motoring, but destitute of the wherewithal required for the purchase of a car and with but hazy ideas regarding the exact meaning of *meum* and *tuum*. We read:

The thief of this class—for he is a thief in spite of the fact that he may not intend to turn the stolen car into cash—will probably resent having the name applied to him. It would be hard to guess just what the joy-rider terms his act when he drives away a car that does not belong to him; but judging from the excuses he offers in court, when he is caught, it is safe to say that he displays an extraordinary degree of mental obliquity.

In many cases, no doubt, the joy-rider acts more or less upon impulse. He appropriates a car when he finds one unguarded and unprotected. He is probably not a finished mechanic; he would be unable to solve any intricate puzzles, or to locate such things as hidden switches. It is against this class of thief that the various types of automobile-locking devices and hidden puzzles are effective. Since the joy-rider does more than half the stealing, it follows that car-locks are more than 50 per cent. effective in protecting a car. Indeed, this fact is established on the highest authority—that of the insurance companies that accept motor-car risks.

Mr. Johnston then goes on to a discussion of the various devices intended to prevent thieves from getting away with cars. Of locks, one group prevents the shifting of the gears, another locks the



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Business faces higher costs and labor scarcity. The Dalton serves this situation through its four fundamental advantages—*simplicity, speed, versatility, durability.*

Dalton simplicity means *only ten keys—one for each figure.* Reduces possibility of error seven-fold as compared with ordinary machines.

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Dalton durability and after-purchase service are established. Ask the Dalton users in any locality.

Let us demonstrate a Dalton in your office or store. Operate it yourself. There is a Dalton Sales Agent near you. Look for "Dalton" in your phone book or write us for his address.

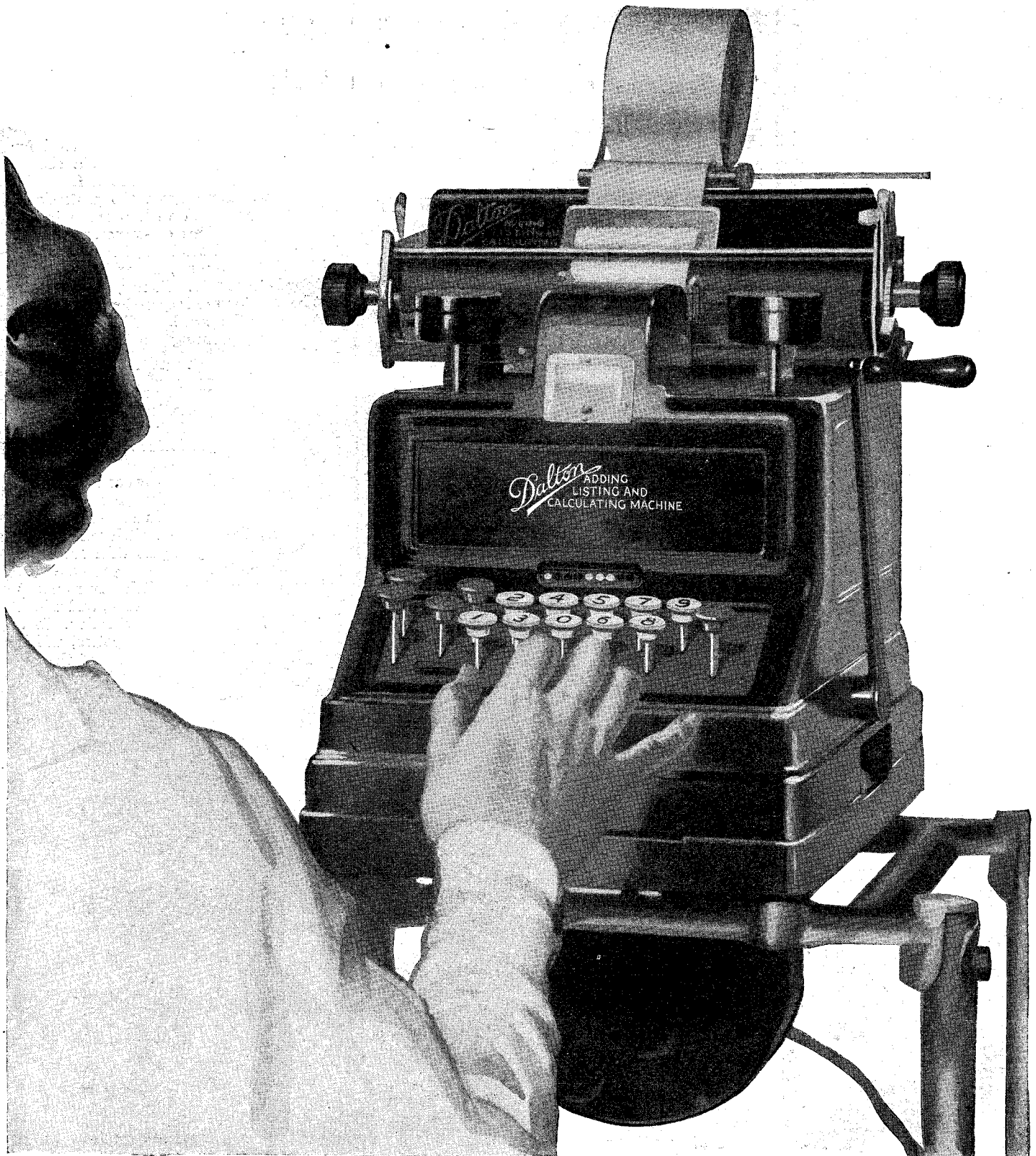
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# ADDING-CALCULATING MACHINE





## MOTORING AND AVIATION

*Continued*

steering system, while a third locks the ignition system. In addition to these locking-devices auto owners have devised various methods of their own:

To begin with, here is a little bit of guile that will fool almost any thief—for a while. On a car equipped with magneto ignition, remove the carbon pencil which carries the current. Of course, the car will not move as long as the circuit is thus interrupted. But the professional thief will carry a spare pencil in his kit, and, slipping it in place, will drive the car away in about thirty seconds.

But here is the joker—make a dummy pencil, removing the metal end from a regular part, or have a wooden one made and painted to resemble the original. Slip this dummy into place, and the thief who examines the magneto, and finds it apparently ready for business, will be puzzled for some time before he discovers the real cause of the trouble.

When the battery system is used for ignition instead of a magneto, a similar dodge is to remove the brush from the distributor. Here again the professional will come prepared with a spare brush. The truly ingenious car-owner, therefore, will set a small steel peg in the post on which the brush rests, and will cut a small slit for it to fit into. So fixt, the thief will not be able to use his spare brush, as it will not fit over the peg, but will be raised up, effectually preventing the top from being put in place.

Hidden switches in the ignition and fuel lines have been used so much that nowadays even the apprentice in thievery has gumption enough to follow the line until he has located the particular switch in which he is interested.

If, however, the car-owner has placed one switch in a reasonably obscure location, and has hidden another in a still more difficult place, the second switch will bother any but the really expert thief for some precious minutes.

There is another switch arrangement which has not been much used, and which is for that very reason quite effective. This is a switch in the exhaust system, which completely shuts off the power of the engine. The thief will go over the fuel-line, and then the ignition, and, finding them both in apparent operating condition, will be puzzled to know just what is the trouble. But let me drop a hint—do not try to turn a switch in the exhaust line with the bare hand. Use a pair of pliers; otherwise you will lose a considerable area of useful skin.

Mr. Johnston closes by suggesting a remedy for auto-stealing which, in his opinion, would end the evil forthwith. He advises a removal of the cause rather than treatment of the effect. He says:

My suggestion hinges on the possibility of removing motor-cars from the class of casually negotiable property. At first glance this may seem difficult; in reality it might easily be accomplished by placing them in the same class with real estate, giving each car a title and a deed, which must pass whenever it changes hands, and without which it can no more be sold than a piece of real estate that is not registered in the name of the intending seller.

The beauty of this scheme lies in the fact

### The Luxeberry Painter Says:

"Finish in haste and repent at leisure. A wrong choice of finishes has spoiled many a home interior.

"When my customers put it up to me I guarantee them a handsome lasting finish, and always make good by using Berry Brothers' Varnishes, Enamels and Stains."

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## MOTORING AND AVIATION *Continued*

that it strikes at the very root of the evil. By removing the casual resale value of the motor-car, the incentive to theft has been taken away. The thief will not take the trouble to steal something which he can not subsequently turn into cash—and there you are.

The writer recognizes that objections may be raised to this scheme, such as the red tape it would involve, the trouble and expense of filing title-deeds, and the necessity of a uniformity of laws governing the subject all over the country. These objections, however, he thinks, could be overcome and the advantages resulting from such a reform would greatly outweigh the disadvantages. He concludes:

It only remains for the organizations that represent and serve the motoring community to launch a campaign for this needed reform. With the assistance they could count on from various chambers of commerce and other civic bodies, they could soon place the automobiles outside the consideration of the now triumphant thief.

### SOME NEW WRINKLES IN BRITISH AUTOMOBILES

"THERE has been a substantial increase in the number of makes of car intended to appeal particularly to those who are not limited as regards the first cost of the vehicle," remarks an observer at the recent British Manufacturers' Motor Show, thus discovering a sign of the times which has not been absent from our own shows. There are some wonderfully fine cars around \$3,000 to \$4,000, corresponding probably to prewar cars at \$1,500 to \$2,000, but notably superior to anything then supplied at that price. He describes in the London *Times* some recent developments and present tendencies in British motor-cars:

Among the most obvious of the technical developments is the undoubted influence which the work done upon aero-engines is beginning to have upon the motor-vehicle engine. This is very apparent in many instances, the most obvious being perhaps those in which the static radial type of engine is employed. In very many cases we find engine castings of aluminum with steel cylinder liners; overhead valves with overhead valve-gear, skew-driven from the crank shaft or other points in which changes are evidently connected with aero-engine experience. In this connection there appears to be at least some return to air-cooling in place of water-cooling, the former method so far as car engines are concerned naturally being applied principally to units of comparatively small horse-power.

These few points will serve to indicate to some extent the influence of aero-engine practise, which is also generally observable in a considerable increase in the power to weight ratio of engines. The production of munitions has, of course, afforded an immense testing-ground for new and improved materials which enable weight to be reduced without sacrificing strength. This weight reduction is also very general, and it is possible that in some cases it is being carried to an extreme, from the point of view of the riding of the car upon the road

# They wanted to know— *what kind of a rug to buy*



*Listen  
to what the Interior Decorator  
is saying to them*

"After all, there isn't any mystery about rugs if you just let your own good taste lead your selection.

"THE trouble is, you know, there are some rugs that are a sort of acquired taste. I have seen homes with floor coverings that made my eyes blink, they were so out of keeping with the surroundings. 'You are admiring my rug,' the hostess would say. 'It's a genuine Oriental and cost a thousand dollars, and the antique dealer told us it was worth twenty-five hundred.'

"What influenced her better judgment? The beauty of the rug or the fancied traditions that it was supposed to represent? She did not seem to care whether it was beautiful or not.

"I have a great fondness for Oriental rugs, because I have studied them, but really some so-called Orientals suggest to me only the smelly hangings of an Arab's tent. You see, to give them a true Oriental flavor, many of these importations out-Orient the Orient. They purposely exaggerate the oddities expressive of the restless temperament of a foreign race simply for their selling effect rather than a true expression of the Oriental. They are Oriental mostly because they were manufactured there.

"There is no comparison between such present-day products of the Orient and Whittall Rugs—they have nothing in common.

"Understand, I personally would give anything to own a beautiful an-

tique rug woven on a hand loom, not to sell, but by a family whose years and years of patient work was simply to show that they could weave and dye better than their neighbors. And if I kept it I would always feel that it rightfully belonged in a museum where others could share its beauty. Such rugs delight the eye of the expert, but naturally are away beyond the purse of all but the rich.

"My advice to you is to choose a good domestic as, for instance, a Whittall rug, rather than an inferior Oriental. Then you get all that is best from a standpoint of Oriental beauty and none of the shortcomings.

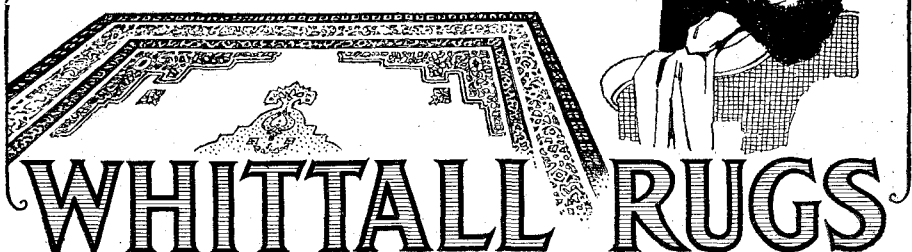
"I would not hesitate to place Whittall Rugs in homes even to be used side by side with costly Orientals.

"Their beauty is apparent at a glance. Those who know Oriental designs and colorings recognize how faithfully Whittall Rugs interpret the true spirit of the Far East.

"Aside from their moderate cost and unusual durability—there is the added advantage that they are made in such a variety of designs and colorings that you can always readily find exactly the rug which best expresses your ideas and preference. Fortunately you pay only for honest material and careful workmanship. Their wonderful beauty costs you nothing."

May we not send you "Oriental Art in Whittall Rugs"—a beautifully illustrated catalogue which will guide you in your rug selection, for you, too, may be wondering just what rug to buy.

M. J. WHITTALL ASSOCIATES  
280 BRUSSELL ST., WORCESTER, MASS.



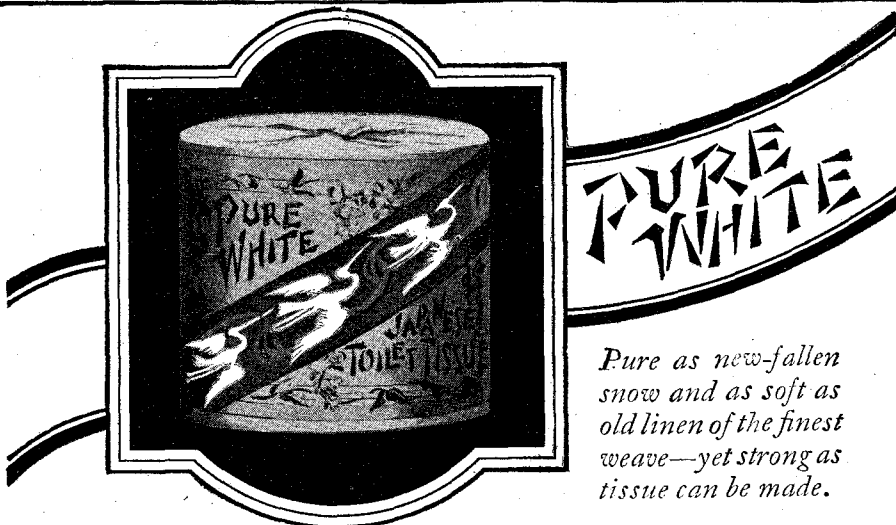




## How quickly Resinol Soap cleared my skin

"Do you remember, Marie, how bad my skin looked a short time ago? I was so miserable about it, I never really enjoyed myself. I wouldn't have believed what an improvement Resinol Soap could make. It is wonderful how it gets right into the

pores and cleanses them from little particles of dust, etc." It makes my skin feel so refreshed, too, because it has such a wholesome odor, and is so soothing. I wish everybody would try it." At all druggists' and toilet goods counters.



**Pure White is PROTECTED from dust and germs by an EXTRA tissue wrapper on each roll—**

**P**URE WHITE is the rich quality Japanese Crepe toilet Tissue that is made with just one thought in mind—the very Highest Quality Crepe finish for a pure, bleached sulphite paper.

It is soft as worn linen but strong in texture.

**Y**OU, too, will prefer PURE WHITE. The average person who buys Pure White would have no other even if Pure White cost twice as much. PURE WHITE has been sold for years by retailers who handle MERCHANDISE of MERIT at a moderate price.

**PURE WHITE is one of the leaders among the A. P. W. QUALITY PRODUCTS**

**Y**OU may see actual samples of PURE WHITE and the other A. P. W. QUALITY Papers at the store which displays this sign. Or write us direct and we will send you name of nearest dealer and in a plain sealed envelope A FREE descriptive folder containing samples.

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### MOToring AND AVIATION Continued

rather than from the point of view of strength.

In regard to engine equipment, it will be observed that overhead valves are becoming very popular, that precautions are taken to render the efficient use of inferior fuels possible, and that the electrical equipment is generally very complete. In some few instances the magneto is dispensed with and dependence placed solely upon battery and coil ignition. This, of course, can only be sound practise when a lighting dynamo and a battery of very adequate capacity are carried. The dynamo and the electric starting motor are now in most cases properly worked into the engine design, instead of being stuck on as after-thoughts.

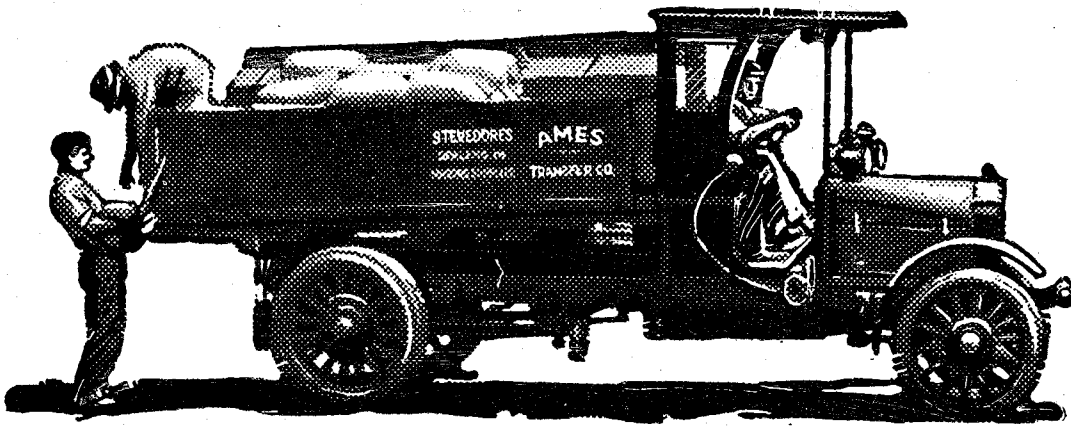
Another noteworthy tendency is that which favors the central placing of the gear control and brake levers. The central position has the double advantage of dispensing with the usual connections between the gear-box and the gear-control lever, and of facilitating access to the front seats from either side of the car. At the same time, there are plenty of people who do not favor it because it puts the levers to the left instead of to the right of the driver. The importance of this point seems to depend largely on the degree to which the driver can claim to be ambidextrous. The central position is, of course, inapplicable when the design professes to provide a wide seat allowing two passengers to sit alongside the driver.

The designers of many cars are recognizing that an increasing percentage of motorists are likely to do their own driving and every-day maintenance work, and, largely for that reason, are aiming at simplicity and the reduction of the number of points at which attention is required in respect of lubrication, etc. In the matter of body design also the tendency is all toward simplicity and clean lines, frills of any kind being eliminated.

One finds that, in general, frames have been lightened, tho adequate stiffness has been retained. The more expensive cars as a rule have wire wheels, but the genuine disk wheel, as distinct from the wheel merely covered in by disks, is gaining in popularity, chiefly among the manufacturers of cars of medium price. As regards suspension, one would almost imagine that the cantilever spring is fairly on the way to become universal. Springs at least purporting to be of this type, and in most cases genuinely deserving the name, are to be found even on the cheapest and smallest cars. A really thorough study of the systems of suspension of the higher-class cars at Olympia could not fail to be extremely instructive to the technical man, and would certainly reveal very general improvement. There is no very evident change in respect of steering gear.

Engines of new design reveal very many points of interest. As already mentioned, the influence of aeroengine experience is apparent in many, one might almost say in the majority, cases, including the Napier, the British Ensign, the Enfield Allday, the Cosmos, the F. B. C., and a multitude of others. Perhaps the most obvious instance of all is the Enfield Allday, which has a five-cylinder, air-cooled engine of the static radial type. The inlet valves are mounted concentrically in the exhaust valves, which are of very large diameter. The engine is so mounted in the car-frame that, by dealing with a couple of nuts, it may be com-





## 48 of the First Fifty

Pierce-Arrow trucks are still running after 8 years. Many of these owners have standardized with Pierce-Arrows and will use no other truck.

We believe a truck must be inspected regularly. It keeps the truck running most of the time, reduces repair bills. Our inspectors save owners thousands of dollars by their suggestions.

No. 25 has served the Ames Transfer Co., New York, for 8 years. Tried out in competition with mule teams formerly used, its record was so good these teams were all displaced by Pierce-Arrows.

They standardize now with 36 Pierce-Arrows, each bought with profits earned by the trucks.

The actual mileage covered by No. 25 is in excess of 150,000 miles. The original worm still serves with no evident diminution of power.

# Pierce Arrow



Delivers more work in a given time.

Loses less time on the job and off the job.

Costs less to operate and less to maintain.

Lasts longer, depreciates less and commands a higher resale price at all times.

THE PIERCE-ARROW MOTOR CAR COMPANY, BUFFALO, N. Y.



You will find  
**Esterbrook Pens**  
IN EVERY COUNTRY  
IN THE WORLD

Esterbrook Pens are popular because they are made exactly right to do the work required. The right shape—the right finish—the right pen point and degree of firmness or flexibility to suit the greatest number of people and writing uses.

Made just *right* for over 60 years.

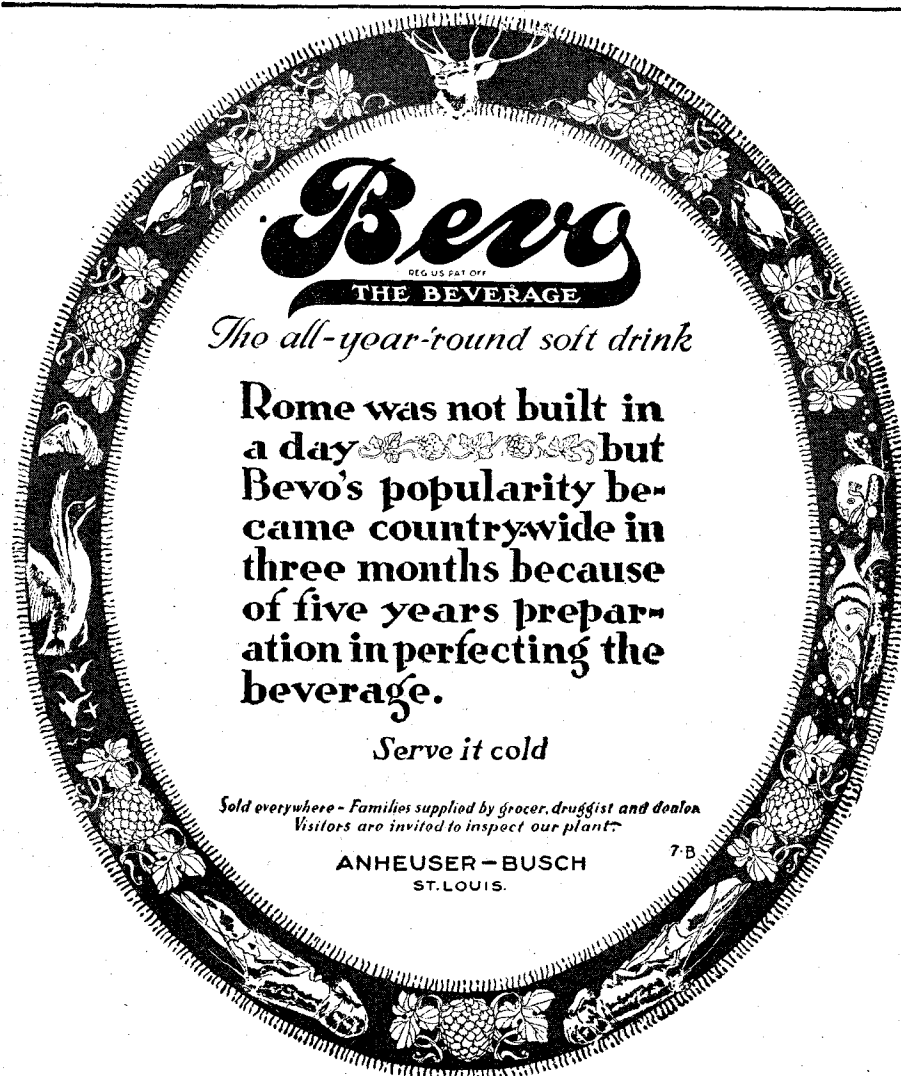
Send or telephone to your nearest dealer, asking for samples. 15c a dozen, assorted or of your favorite pen.

61st Year

Made in America—  
Used 'round the world

THE ESTERBROOK PEN MFG. CO.  
4-70 COOPER STREET  
CAMDEN, N. J.  
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**Esterbrook Pens**



**Bevo**  
THE BEVERAGE

*The all-year-round soft drink*

Rome was not built in a day but Bevo's popularity became countrywide in three months because of five years preparation in perfecting the beverage.

Serve it cold

Sold everywhere - Families supplied by grocer, druggist and dealer  
Visitors are invited to inspect our plant.

ANHEUSER-BUSCH  
ST. LOUIS.

## MOToring AND AVIATION

Continued

pletely revolved round its crankshaft, that each cylinder can be brought to top in turn, and thus rendered perfectly accessible. Other examples of air-cooled engines include the eight-horse-power Rover, the Palladium, the A. B. C., Cosmos, and the G. N. In some instances the engines are of the three-cylinder radial type. The two-cylinder horizontally opposed type and the ordinary V-type engine are both also represented. It really looks as if air-cooling were now to be given thoroughly good test without being handicapped from the start by such strong prejudice as has operated against it in the past. Its prospects of success are improved by the adoption of superior materials rendering satisfactory operation at high temperatures possible.

Particular reference should be made to the almost universal use of tungsten steel for valves. This has rendered valves practically unbreakable and so has made possible the use of overhead valves without the kind of cage to prevent broken valves from falling into the cylinders. As regards valve dimensions, there is in some cases a tendency to decrease diameter and increase lift, with which some students of the subject will probably be out of sympathy.

The employment of overhead valves, frequently operated through overhead valve gear, is one of the means adopted to increase the power to weight ratio of engines. The development follows directly from aeroengine practice and the introduction of improved materials.

Another noteworthy tendency, says the writer, is the extended use of aluminum in engine construction. Thus one high-quality engine is formed of a fine aluminum casting with steel cylinder liners. He describes this and some other innovations:

The six-cylinders have a single detachable head in which the valves and the skew-gear-driven overhead camshaft are mounted. In general, the tendency is toward the use of block castings for cylinders, but an example of the opposite extreme is to be found in the Straker-Squire, the six-cylinder engine of which is formed of separate castings. In a good many cases cylinders are cast in pairs, the method being particularly convenient when the manufacture of both six- and four-cylinder models is being arranged. Up to the present the British industry has not shown very much tendency to increase the number of cylinders beyond six. Exceptions are to be found in the Guy and the Talbot-Darracq. The Guy engine is of the V-type with cylinders cast in pairs and with detachable heads. In the engine of the Talbot-Darracq each set of four cylinders is formed of a single casting.

The use of a vacuum-feed system for supplying the engine with its fuel is becoming almost universal. The method, of course, consists essentially of the provision of a small supplementary tank into which the fuel is induced by suction and from which the engine is supplied by gravity. The exceptions to this general tendency are to be found in the two extremes, that is to say, in the cheapest and the most expensive cars. In the former case the cause is obvious. In the latter it is based on the argument that pressure feed is the best possible thing, provided it is carried out practically



## MOToring AND AVIATION

Continued

regardless of expense, and so rendered truly efficient.

In most cases measures have been taken to enable the engine to work more efficiently with inferior fuel. The great majority of cars have long water-jacketed induction-pipes for preheating the charge. In some cases, as, for instance, the Hillman, the principle of an integral exhaust and inlet is adopted.

Turning to the electrical equipment, we do not find among British manufacturers any very general tendency to abandon the magneto. Among the exceptions, in which dependence is placed solely on battery and coil ignition, are the fifteen horse-power Wolseley and the Talbot-Darracq. In a few of the most expensive cars two totally separate ignition systems are provided, but general complete reliance is placed upon the magneto. In nearly every case electric lighting and starting equipment is included in the standard chassis and not regarded as an extra. This is, of course, one of the reasons for increased prices. British makers of such equipment do not favor the use

of a single machine required to function both as a dynamo and as a motor. They have from the first preferred to employ two separate machines, each designed for its own particular job. In American cars examples of the dynamotor are still to be found, but the use of separate machines is growing more popular. The employment of friction drives between the starting motor and the engine is dropping out and a positive drive through gear wheels is becoming universal. In general the gears are brought into mesh either by centrifugal force or magnetic attraction, or by a combination of the two. In the former method the gear wheel on the armature shaft is mounted on a worm along which it is caused to move owing to its inertia, when the shaft begins to rotate. In the other method the armature of the motor is held away from the central position between the field magnets by a spring, but when the field magnets are energized the armature, and consequently the gear wheel upon its shaft, is magnetically drawn into the central position, which it retains until the field magnets become inert. As a rule, the starting motor acts upon the engine fly-wheel, but in one or two instances, including the Rolls-Royce, it drives through the medium of the gear-box and clutch.

With regard to engine-cooling systems, there are no very noteworthy developments. In one or two cases abnormally large water jackets are provided, but one had rather anticipated some interesting innovations in respect of means of regulating the operation of the cooling system, so as to make it sufficiently effective in very hot weather without being unnecessarily effective in very cold weather. Such a result may be aimed at either by incorporating something of the nature of a thermostatic valve or by more ordinary mechanical means.

Passing to the transmission system, one notes the very general use of gear-boxes providing four speeds and a reverse, and the extended employment of ball-bearings for gear-shafts. As already mentioned, central gear control appears to be gaining ground rapidly. It is found in a large number of examples, including cars of all classes. Aft of the gear-box, perhaps the most noteworthy development is the use in some instances of a spiral bevel drive to the back axle. Among examples of this



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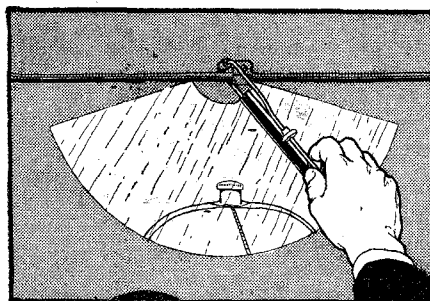
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\$1.25 per  
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**Huyler's**  
NEW YORK  
67 Stores -- Agencies  
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In Canada—many agencies; factory and store in Toronto  
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### Try Outlook 20 Days

Put an Outlook Windshield Cleaner on your car—try it 20 days! Drive in the snow, sleet, rain or mist. Drive anywhere any time in safety—for the Outlook will give you clear vision no matter how bad the weather!

### Money-Back Offer

Then if you feel that you can get along without it return it and get your money back. If your dealer can not supply you fill and mail the attached coupon TODAY.

# OUTLOOK

## WINDSHIELD CLEANER \$2.00

### Easy to Put On

The Outlook "Regular" clamps over the top of the windshield. Anyone can put it on in ten minutes and a screw-driver is the only tool required. The rubber roller keeps the tension even and the wiper firmly held against the glass. Special models for closed cars fasten through the glass or through the windshield frame.

### DEALERS—

Your jobber can supply you. All dealers are authorized to give the above money-back offer and guarantee of satisfaction.

Don't wait until "tomorrow" to make your car safe! Go to your dealer TODAY or fill out the coupon NOW and put an Outlook on your car! Every day you drive in stormy weather without an Outlook you take desperate chances—you risk your own life and the lives of your passengers—you gamble on your luck not to maim or kill others, destroy property or wreck your own and other cars. Some day if you persist—you'll lose!

### Outlook the Cheapest and Best Insurance!

No driver is so careful or so lucky that he won't have an accident sooner or later if he can't see where he's going! Clear vision is the only insurance that insures. With an Outlook on your car you can drive safely 365 days a year. Snow, sleet, mist, rain or fog won't bother you. No matter how it storms Outlook will keep your windshield clear.

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The price of Outlook is \$2 (in Canada \$3) at your garage, accessory, hardware, automobile or tire dealer. If your dealer hasn't it send coupon with cash or money order direct to us. Don't drive another day without an Outlook!

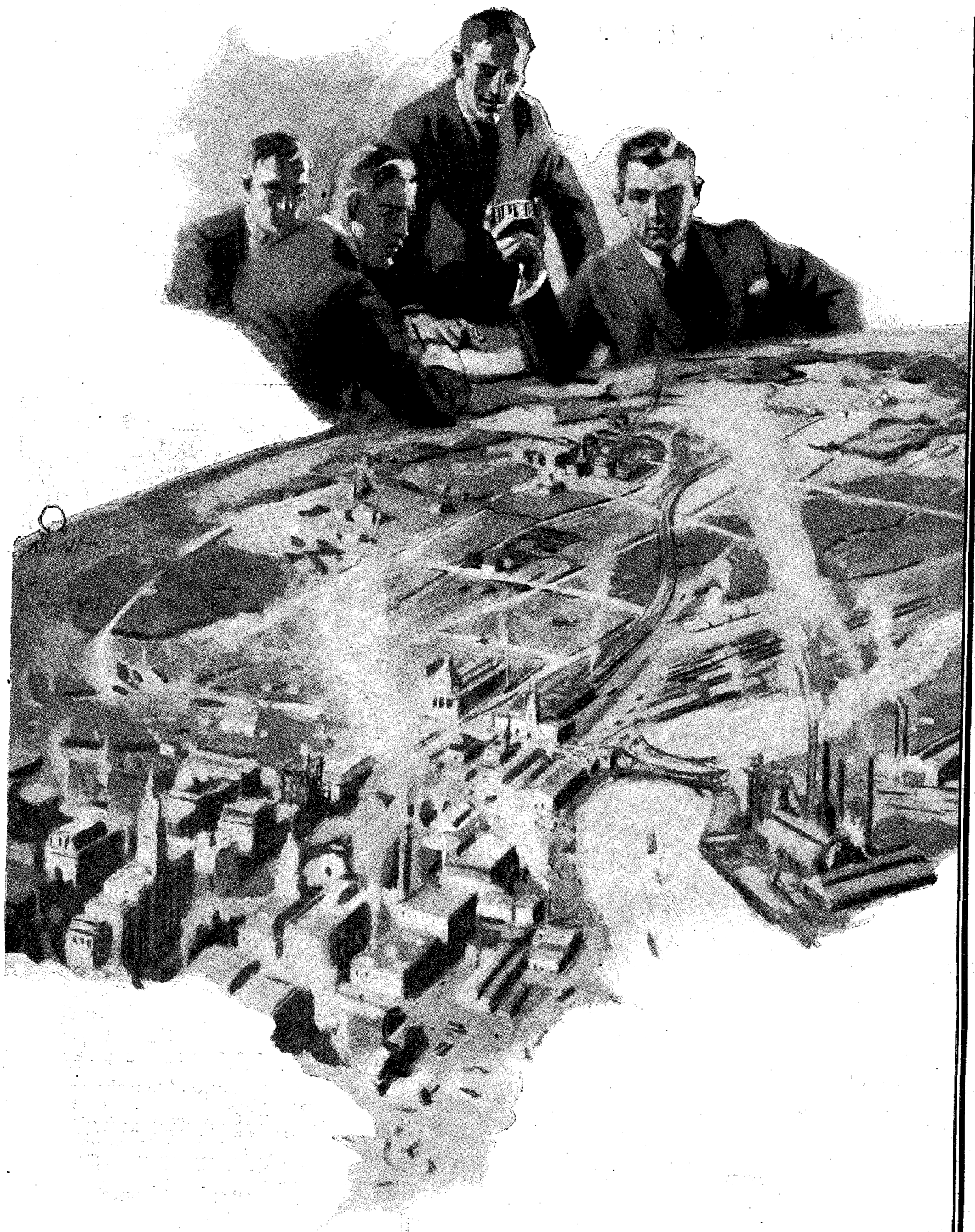
Clip  
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Coupon  
Today

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5581 Euclid Ave., Cleveland, O.

For enclosed \$2 (in Canada \$3) send one Outlook Windshield Cleaner for . . . open car . . . closed car on the understanding that I may try it 20 days and if not pleased may return it and get my money back promptly, with postage.

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# HYATT



## A Vision Realized

**Y**EARS ago, when impelled by its need for his new sugar cane mill, John Hyatt invented his roller bearing, he little realized the limitless possibilities it held for the benefit of mankind.

But the success with which it met his needs and its immediate adaptation for other purposes served as prophetic indication.

It was then that the founders of the Hyatt organization beheld a vision of service for the Hyatt Roller Bearing that extended to almost every phase of industrial activity.

They saw it serving in line-shafts, machine tools, factory trucks, mine cars—everywhere speeding up production—everywhere making machinery more durable, more dependable.

Their vision broadened as in the cycle of progress came the motor car, the motor truck, the farm tractor—including for each of these in turn the same splendid service that marked the Hyatt Roller Bearing in industry.

**T**ODAY their vision stands realized. Hyatt bearings are standard equipment in industrial plants, mining apparatus, machinery of all descriptions and practically every make of motor car, truck and tractor.

As the founders dreamed so has it come to pass.

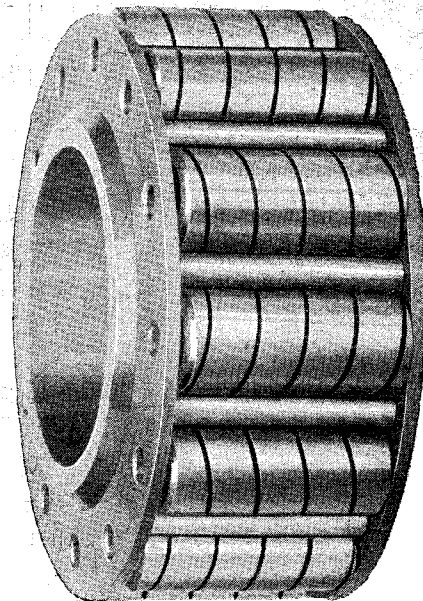
HYATT ROLLER BEARING COMPANY

|                   |                 |                      |
|-------------------|-----------------|----------------------|
| Tractor Division: | Motor Division: | Industrial Division: |
| CHICAGO           | DETROIT         | NEW YORK             |

### Hyatt Roller Bearings

have all the advantages found in other types of radial bearings, and an additional feature the Hyatt hollow roller—designed and built after many experiments to determine the most efficient type of roller.

Hyatt Roller Bearings carry the load automatically keeping themselves in line, distributing and cushioning the loads and shocks and constantly maintaining proper lubrication over the entire bearing surface. The result is carefree service and permanent satisfaction.



# Roller Bearings





# STEGER

The most valuable piano in the world

THE coloring of a Corot, the modeling of a Rodin, the style of a Stevenson—all these are properly considered superlatives of artistic achievement. And there is equal measure of accomplishment implied when we say, "the tone of a Steger."

Write for the Steger Piano and Player Piano Style Brochure and convenient terms. Steger dealers everywhere.

**STEGER & SONS**

Piano Manufacturing Company

Founded by John V. Steger, 1879

Steger Building, Chicago, Illinois  
Factories at Steger, Illinois

**FRANNERMANN Army Auction Bargains**

|                   |                           |
|-------------------|---------------------------|
| Tents \$4.25 up   | C. W. revolvers \$2.65 up |
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Spring Rem. cal. 30 single shot rifle for model 1909 cartridges, \$7.77 Ball cart. \$3.50 per 100  
15 acres Army Goods. Large illustrated cyclopedia reference catalog—428 pages—issue 1920, mailed 50 cents. Now Circular 10 cents  
FRANCIS BANNERMAN SONS, 501 Broadway, New York

FOR MEN OF BRAINS  
**Cortez CIGARS**  
—MADE AT KEY WEST—

**U.S.N. DECK PAINT**  
for porches, floors and walls  
DRIES HARD OVERNIGHT

A merchant recently remarked, "The shrewdest and most truly economical customers I have are buying U. S. N. Deck Paint, and once they use it, they never accept any other." An ideal finish for general home use.

**THE BILLINGS-CHAPIN CO.**  
Boston Cleveland New York

**Base and Floor one continuous piece.**

**Imperial Sanitary Floor**

**Put On Like Plaster Wears Like Iron**

It is a composition material, easily applied in plastic form over old or new wood, iron, concrete or other solid foundation—Laid 3/8 to 1-2 in. thick—Does not crack, peel or come loose from foundation.

It presents a continuous, fine grained, smooth, non-slippery surface, practically a seamless tile—No crack, crevice or joint for the accumulation of grease, dirt or moisture—is noiseless and does not fatigue.

**The Best Floor**  
for Kitchen, Pantry, Bath Room, Laundry, Porch, Garage, Restaurant, Theater, Hotel, Factory, Office Building, Railroad Station, Hospital—all places where a beautiful, substantial and foot-easy floor is desired.

Your choice of several practical colors. Full information and sample FREE on request.

**IMPERIAL FLOOR COMPANY**  
1126 Cutler Building, Rochester, New York  
On the Market 10 years

## MOTURING AND AVIATION

Continued

practise are the Sizaire-Berwick and the British Ensign. The general contention is that the spiral bevel is only really satisfactory when carried out more or less regardless of expense, and consequently it is rather surprising to find this type of drive adopted in one of the cheaper quantity-produced American cars.

Among light cars there appears to be a slight tendency to depend upon friction drive.

### ENGLAND RECOGNIZES AMERICA'S LEAD IN AERIAL MAIL

**D**URING the railway-labor difficulties in England in September some few letters were carried by an airplane service organized by the General Post-office, but England thus far, on the admission of Maj. W. T. Blake, in *The Sunday Times* (London), is far behind the United States in the development of an airplane-mail service. The writer continues, pointing out the shortcomings of the British system and comparing it to the developments over here:

The service was a rank failure, and the reason for this was obvious. Too few posting-centers were provided—only about three for the whole of London—and an absurdly high surcharge of two shillings (normally fifty cents) per letter was imposed. Several writers have shown that sixpence (twelve cents) per letter would have brought in huge profits, and with even partial loads twopence per letter would have covered running expenses and left a fair margin.

In America they do things differently, and in respect of the aerial-mail services have certainly given a lead to the world. The first line to be organized was that from New York to Washington, via Philadelphia. This service was opened on August 12, 1918, and has been in operation ever since. Shortly after the Washington route commenced another service to Chicago was inaugurated. During September, the first complete month of the air-mails, the Washington service was carried out in each direction daily without a single break from any cause.

Beginning with a charge of about half the imposition of the General Post-office, the service soon found that huge profits were being made, and the surcharge was reduced to five cents per letter. Later, as the service became more popular, the charge was still further reduced, and in the spring of this year the ordinary postage-rate of two cents per letter was brought into operation. This has resulted in a saving of over one million dollars over the ordinary method of transport, and on the Chicago trip a saving in time of sixteen hours per journey.

But America does not mean to stop at two services. After running her mails for over a year with pronounced success, she contemplates an extension of the new means of transport all over the country.

Mr. Otto Praeger, Second Assistant Postmaster-General to the U. S. A., in the course of a statement regarding the future of the aerial-mail service, said:

"The aerial mail is a new development, for which the Postmaster-General is rightly responsible. There is a great demand for

extension of the aerial mail, but we are limited by reason of small appropriations. The Post-office Department had a bare one hundred thousand dollars to start with, and obtained about eight hundred thousand dollars more at the last session of Congress. Through cooperation with the Army we have recently obtained one hundred obsolete De Havillands, which in their present state are useless either for military or commercial work. These airplanes are being remodeled and equipped with Liberty motors, so as to carry four hundred pounds of mail each. They will provide temporary equipment for such air-mail lines as must be established this fall. Early this winter we expect to have in the air at least several of the fourteen big-cargo machines now under construction. With these in operation the Post-office Department, through its aerial mail, will save one and a half million dollars a year over the present cost of first-class-mail transportation."

### AMERICAN AUTOMOBILES APPROACHING THE 8,000,000 MARK

**B**y the turn of the new year there will be a car for every third family in the United States, estimates *The Wall Street Journal*, basing its prediction on a total population of 105,000,000 and counting five persons to the family. By December 31, the official register of both passenger- and commercial-cars will be 7,602,000. The number of motor-cars now in use, in spite of the handicap to manufacturing imposed by the war, is now more than double that recorded in 1916. "The enthusiasm for motor stocks in Wall Street is no greater than the interest displayed in all sections of the United States over the automobile and its future," says the financial authority quoted above. "In addition to the many attractions offered by the machine itself there is the extra stimulant of road-building, opening up new possibilities for the automobile. Probably one billion dollars will be expended within the next few years by the various States on good roads, foreshadowing increased pleasure riding and short-haul transportation by motors." As for the present situation:

A canvass of the automobile situation in the forty-eight States and the District of Columbia shows that there will be 7,602,000 automobiles, both passenger and commercial, officially listed on December 31. The 1919 registry, needless to say, will be a new high record and compares with actual tabulation of 6,225,192 cars at the end of 1918. This increase of 22 per cent. follows exactly the same progress during the 1918 year despite the purported shortage of cars.

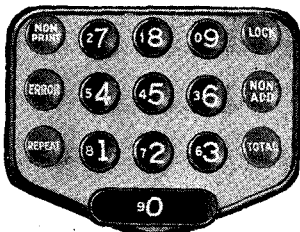
By the turn of the new year there will be a car for every fourteen persons in the United States based on the estimated population of 105,253,400 a year ago. In the New England States with a car for fifteen persons and in the eastern region with one for every seventeen the showing is near to the average rate. However, the distribution throughout the country is not so uniform, with the ratio one for every twenty-two in the South, ten in the Mid-West, nine in the Far West, and one for every eight persons along the Pacific slope.



# 10

1 2 3 4 5 6 7 8 9 0

## Let These Ten Keys Do Your Figure Work



Only 10 Keys  
to Operate

**T**HE figuring of the whole world is done with just 10. There are but 10 numerals. 10 is plenty!

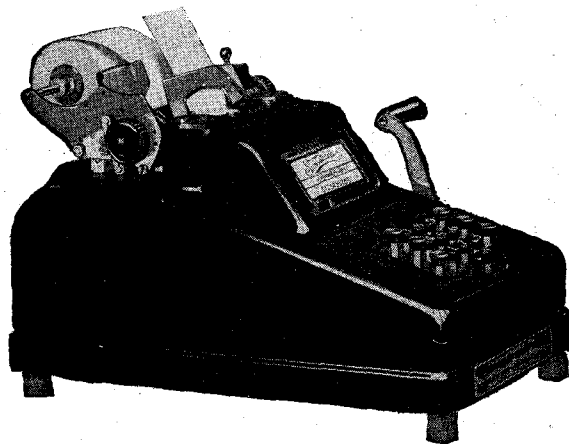
And so Sundstrand does every variety of figuring with but 10 keys. It needs no more! Consider what this 10-key design means to you. The compact, logical arrangement of the keyboard promotes faster, easier figuring. You operate just as you would write, one hand doing it all by the rapid touch system. It's the *natural way* of figuring. Always accurate and dependable. Prints in plain sight. Small and compact, it can be easily carried to its work.

Ask the Sundstrand man to point out the exclusive features—how to multiply *beyond* the number of columns in the machine. Have him show you all the savings the Sundstrand will make for you. Also you should see the booklet. It's decidedly worthwhile. A note on your letter head brings it immediately.

### SUNDSTRAND ADDING MACHINE CO.

Factory and General Offices, 2500 Eleventh Street  
Rockford, Illinois, U. S. A.

Sales Offices and Service Stations in principal cities



# Sundstrand

FIGURING MACHINE

(129)



# Simplify Your Shaving

## A New Way to Soften the Beard

Slow, bothersome processes are done away with by Shavaid. It softens the beard instantly. It soothes and protects the skin. It does away with hot towels and rubbing in. After-shaving lotions are unnecessary. A great scientific laboratory offers you a Free Trial Tube.

**T**HE actual process of shaving is simple. It is the preparation that takes the time, that makes it an irksome task for many men.

Shavaid frees you from this bothersome rubbing in. It softens the beard instantly. Instead of making the skin more tender, as hot water and rubbing do, it soothes, heals, protects.

### Harsh Methods Unnecessary

Hot water applications before shaving should be avoided, as skin specialists agree. Hot water brings the blood to the surface at the wrong time. It causes that dry, drawn feeling. It brings wrinkles too soon.

By using Shavaid, you can do away with hot water applications and after-lotions. Shavaid keeps the skin firm and smooth—the pores remain normal. You can shave closer, without the usual abrasions and frequent use of the caustic stick.

### The Simpler Way

Just apply a small quantity of Shavaid to the dry beard. Then apply your favorite lather.

But there is no need to rub the lather in. Shavaid works better if the lather is merely spread on. Then shave with comfort, new ease. Note how Shavaid has softened the beard quickly. Note the time you save.

The razor does not "pull." It "takes hold," because the hairs have been properly prepared. The face feels velvety and soft. The coating of Shavaid not only softens the beard, but acts as a complete and scientific balm for the skin.

Even if you shave close, there is no smarting, no "drawn" feeling. Shavaid is in itself a cooling, soothing, healing emollient.

### Try the New Way

Until you try Shavaid for yourself, you cannot be convinced. That is why we offer you a Trial Tube, at our expense. Just fill in the coupon and mail it. When your Free Trial Tube comes, abandon old ways and try the new way. You will be convinced.

After you have used up the Free Trial Tube, you can get Shavaid from your druggist at 50 cents a tube. Or, if he cannot supply you, we will be pleased to fill your order direct.

# Shavaid

At Druggists — 50c a Tube

BAUER & BLACK, Chicago, New York, Toronto

Makers of Sterile Surgical Dressings and Allied Products



BAUER & BLACK, Chicago, Ill.

Mail free trial tube of Shavaid to

Name .....

Street Address.....

City..... State.....

### MOTORING AND AVIATION Continued

The "density" is greatest in those States where climate conditions are mild and even all the year round and in the farming regions. Iowa still leads with a car for every 6.2 persons, Nebraska has a rating of 6.5, California, 6.6; South Dakota, 7; Kansas, 7.1; Montana, 8.1; Minnesota, 9, and so on. Incidentally, California's figures represent only actual individual fee registrations, and if all replacements and manufacturers' and dealers' cars were included the total registration would be well over five hundred thousand.

New York again leads in point of total registration with 535,000 machines, yet the per capita number is only twenty, or three lower than that of Massachusetts. Ohio, the bell-wether of the West, is a close rival with 510,000 cars, or one for every 10.3 persons, Pennsylvania, with 475,000, or one for every 18.5 persons, is next, and Illinois has 470,000.

Incidentally, Illinois expects to run its motor registration up to 600,000 during the 1920 year, and since fees have been increased 50 per cent. for that period, \$5,000,000 increased income is expected from this source. The State has voted \$60,000,000 for 5,800 miles of hard-surface roads, 1,000 miles to be ready early next summer.

The prosperous sunny South has only one car per twenty-two persons, yet its absorption of automobiles in recent years outstrips that for any other section. For instance, Missouri is going to have a registration of 245,000 automobiles on January 31, or five times the total of five years ago, while Georgia's registration has grown from 9,000 odd to 130,000. New road construction in States below the Mason and Dixon line has quickened buying of cars.

Registration of motor-trucks throughout the country will total from 700,000 to 800,000. Auto-truck traffic has assumed record proportions and threatens to have an important bearing upon earnings of the nation's steam-roads. Incidentally, the out-turn of motor-trucks this year is expected to number slightly below 300,000 despite the small production of the first three months. Passenger-car production this year is expected to reach 1,700,000.

This productive rate is far below current requirements. In almost every town and city dealers are way behind in their orders. And the demand is on the increase. That the absorptive power is still away ahead of production is indicated by fact that if the nation, as a whole, had Iowa's automobile "density" there would be 17,500,000 cars on the road to-day, or nearly 10,000,000 cars more than the 1919 registration.

A leading automobile authority says: "I don't think anybody can predict the saturation-point in the motor-car business because there can never be such a thing. We may reach the over-production point, but there will always be a demand for cars comparable with the number of cars in use. For example, with 6,000,000 cars in use, there is a renewal demand of 1,000,000 cars a year, but if later we have 12,000,000 cars in use, which seems highly probable, there will be a normal demand for 2,000,000 cars a year, aside from any new business."

A geographical arrangement of automobile registrations for the entire country, and the totals for each State, are presented below. The figures for December 31, 1919, are official predictions. Those for other



## MOTORING AND AVIATION

Continued

years represent actual registration for same date unless otherwise noted:

|                  | Dec. 31<br>1919 | Dec. 31<br>1917 | Dec. 31<br>1916 |
|------------------|-----------------|-----------------|-----------------|
| New England..... | 482,000         | 356,193         | 276,176         |
| Eastern.....     | 1,379,000       | 966,530         | 713,262         |
| Southern.....    | 1,479,000       | 840,674         | 582,495         |
| Mid-West.....    | 2,427,000       | 1,714,345       | 1,223,476       |
| Western.....     | 998,000         | 660,563         | 413,599         |
| Pacific.....     | 837,000         | 531,543         | 379,626         |

Total..... 7,602,000 5,072,629 3,588,663

### NEW ENGLAND STATES

|                    | 1919    | 1918    | 1916    | 1915    |
|--------------------|---------|---------|---------|---------|
| Massachusetts..... | 230,000 | 193,497 | 136,809 | 102,633 |
| Connecticut.....   | 101,500 | 91,262  | 55,831  | 37,028  |
| Maine.....         | 56,000  | 41,491  | 28,951  | 21,289  |
| Rhode Island.....  | 38,000  | 36,218  | 21,406  | 16,412  |
| N. H.....          | 29,500  | 24,917  | 17,508  | 12,501  |
| Vermont.....       | 27,000  | 22,554  | 15,671  | 11,479  |

### EASTERN STATES

|                 |            |         |         |         |
|-----------------|------------|---------|---------|---------|
| New York.....   | 535,000(c) | 463,758 | 317,866 | 234,032 |
| Penn.....       | 475,000    | 397,289 | 230,578 | 160,744 |
| New Jersey..... | 190,000    | 135,519 | 104,341 | 78,232  |
| Maryland.....   | 112,000    | 74,666  | 41,209  | 28,583  |
| D. C.....       | 50,000     | 40,000  | 13,118  |         |
| Delaware.....   | 17,000     | 12,955  | 6,150   | 4,657   |

### SOUTHERN STATES

|                   |         |         |         |        |
|-------------------|---------|---------|---------|--------|
| Texas.....        | 335,000 | 251,118 | 172,687 |        |
| Missouri.....(a)  | 245,000 | 192,700 | 103,587 | 72,914 |
| Georgia.....      | 130,000 | 99,984  | 47,579  | 25,670 |
| Virginia.....     | 95,000  | 72,228  | 35,426  | 21,857 |
| Kentucky.....     | 95,000  | 65,800  | 31,500  | 19,500 |
| No. Carolina..... | 100,000 | 75,654  | 24,363  | 16,305 |
| Tennessee.....    | 82,000  | 65,000  | 30,000  | 22,000 |
| So. Carolina..... | 75,000  | 55,492  | 20,500  |        |
| West Va.....      | 50,000  | 39,503  | 25,083  | 12,550 |
| Florida.....      | 60,000  | 45,951  | 14,220  |        |
| Alabama.....      | 60,000  | 46,171  | 21,639  | 11,925 |
| Louisiana.....    | 50,000  | 40,000  | 20,014  | 17,000 |
| Mississippi.....  | 52,000  | 43,442  | 20,474  |        |
| Arkansas.....     | 50,000  | 41,453  | 15,423  | 8,021  |

### MIDDLE WESTERN STATES

|                |         |         |         |         |
|----------------|---------|---------|---------|---------|
| Ohio.....      | 510,000 | 413,000 | 255,428 | 181,295 |
| Illinois.....  | 470,000 | 389,761 | 248,249 | 180,852 |
| Iowa.....      | 355,000 | 338,110 | 198,602 | 152,122 |
| Michigan.....  | 325,000 | 262,125 | 160,052 | 114,485 |
| Indiana.....   | 270,000 | 227,160 | 108,000 | 96,900  |
| Minnesota..... | 260,000 | 204,458 | 137,500 | 92,000  |
| Wisconsin..... | 237,000 | 196,840 | 115,645 | 79,790  |

### WESTERN STATES

|                 |            |         |         |        |
|-----------------|------------|---------|---------|--------|
| Kansas.....(b)  | 250,000(c) | 193,540 | 89,223  | 59,486 |
| Nebraska.....   | 200,000    | 173,379 | 100,534 | 59,140 |
| Oklahoma.....   | 150,000    | 122,000 | 55,089  | 29,706 |
| Colorado.....   | 110,000    | 83,630  | 44,135  | 28,163 |
| So. Dakota..... | 105,000    | 86,157  | 44,258  | 28,725 |
| So. Dakota..... | 81,000     | 72,534  | 40,447  | 24,910 |
| Montana.....    | 60,000     | 51,037  | 24,440  | 14,499 |
| Wyoming.....    | 22,000     | 16,200  | 7,125   | 3,976  |
| New Mexico..... | 20,000     | 17,649  | 8,228   | 5,000  |

### PACIFIC STATES

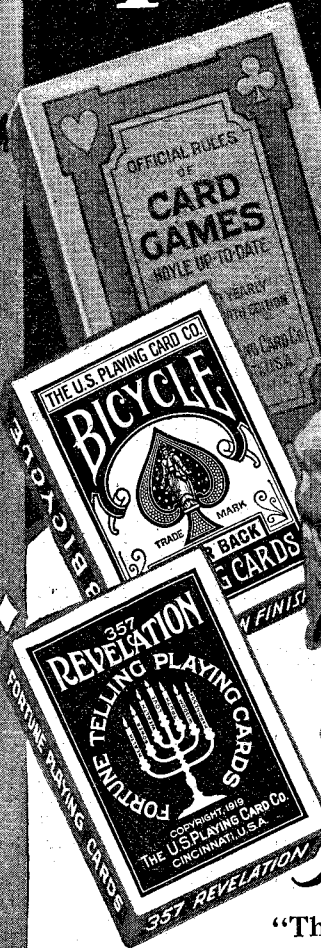
|                 |         |         |         |         |
|-----------------|---------|---------|---------|---------|
| California..... | 470,000 | 374,800 | 232,440 | 163,795 |
| Washington..... | 170,000 | 119,116 | 70,032  | 46,000  |
| Oregon.....     | 81,000  | 63,324  | 33,917  | 23,585  |
| Idaho.....      | 43,000  | 32,289  | 12,999  | 6,999   |
| Utah.....       | 35,000  | 27,204  | 13,507  | 7,994   |
| Arizona.....    | 29,000  | 23,905  | 12,122  | 7,318   |
| Nevada.....     | 9,000   | 8,155   | 4,609   | 2,000   |

(a) As of January 31, 1920. (b) As of June 30, 1920.  
(c) As of March 1, 1919

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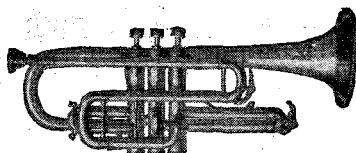
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## MOTORING AND AVIATION *Continued*

commission of five members. This system is to embrace 1 per cent. of the highways of each State, and is to include two roads in each State, one north and south, one east and west, or in opposite directions to each other, connected with national highways in other States. Such a coordinated system, argues Mr. Eldridge, would save the country many times its cost. As he elaborates the situation in *The American Motorist* (New York):

Considered from every angle, the road question in the United States is fundamentally a question important and intricate enough to engage the attention and active support of the Federal Government. However important it was fifty years ago to tie the Pacific coast to the rest of the country by the completion of transcontinental railways, to which the Government gave its active support and cooperation, it is equally important to-day in this motorized age to bind the West with the East and the North with the South by the construction of adequate highways. The undertaking transcends the powers and resources of States, and requires the initiative leadership and financial support of the Federal Government.

In the opinion of thousands of clear thinking men and women the road question will not be correctly solved in our day and generation until there is built and maintained by the Federal Government national system of highways supplemented by State systems built and maintained by and at the expense of the States and county and township systems built and maintained by local authority all properly connected and correlated. . . . .

In most of the Eastern States, 1 per cent. [of the existing roads] will be sufficient to provide [the proposed] system, but in some of the Western States the mileage necessary to produce the two roads may require 7 or 8 per cent. of the existing mileage in those States.

It is estimated that on this basis the national system would include approximately thirty thousand miles of road, or about 1. per cent. of the total mileage of the country.

The United States is about five State wide on meridian lines and seven State wide on lines of latitude. The Federal system would, therefore, roughly, include five transcontinental routes and seven routes extending in a north-and-south direction with adequate connections. At \$40,000 a mile, the proposed system would cost about \$1,200,000,000.

The system of national highways would be laid out with due regard to centers of agriculture and industrial production, would serve to benefit the postal service, to facilitate commerce, to provide for the general defense, and to aid in the common welfare. Aside from its economic value a national system of roads would achieve at the same time a superb military system connecting every important fort and concentration point, arsenal, and munition center throughout the United States.

All highways embraced in the Federal system would be built with an eye to future traffic needs. All roadbeds would be well graded and drained, dangerous railroad crossings and sharp curves eliminated. Strong bridges constructed and durable surfaces with adequate widths provided.



## MOTORING AND AVIATION

Continued

The saving which would be effected by the building of a Federal system of roads could be enormous. It was estimated by the Bourne Joint Congressional Committee in 1912 that approximately 700,000,000 tons of produce were carried annually over the highways of the United States. Based on increased production, and increased tonnage carried by rail since that date, it may be conservatively estimated that the present highway traffic of the country amounts to approximately a billion tons annually.

Assuming that the Federal system will include thirty thousand miles and that the roads when completed will serve a zone of ten miles in width on either side, then it follows that the system will develop and serve an area of over 600,000 square miles, one-fifth of the total area of the United States, and that one-fifth of the total tonnage carried by the highways of the United States would be hauled over the Federal system.

In 1915 the United States Bureau of Public Roads as the result of an economic survey of highway improvements in eight selected counties in widely separated parts of the country showed that the saving in hauling costs for the selected systems in those counties amounted to about seven cents per ton-mile. Assuming that 3,000 tons, one-fifth of the total tonnage of the country, will be carried on the Federal system a distance of ten miles and at a saving of seventeen cents per ton-mile, or 70 per ton, the total saving would amount to \$340,000,000 per annum.

There are at present about 6,500,000 automobiles in the United States, exclusive of commercial cars. This investment at \$1,000 per vehicle may be valued at \$6,500,000,000. Within five years this figure will probably be more than doubled. Furthermore with roads in their present condition most of these vehicles will be ready for the scrap pile in five years, the depreciation therefore amounting to probably a billion dollars or more per annum. Our annual bill amounts to over a billion dollars a year, and while it is not known definitely how much longer tires will last on good roads than on poor ones, the saving in tires alone would amount to millions of dollars annually.

A well-built and well-maintained system of Federal highways will draw traffic to it from a distance of at least ten miles on each side, thereby reducing transportation costs and increasing land values.

While it is realized that the increase in value of land must not be added to the saving in hauling costs, but is rather the net produced by those causes, it is perhaps the best index which can be obtained to the economic value of highways. Economic surveys conducted by the United States Bureau of Public Roads show that road improvements invariably result in an enhancement of values to adjacent lands.

This is due principally to increased production as the farms are brought relatively nearer to their market centers and to the convenience and access to schools, churches, places of amusement, etc. These increases vary between wide limits, but based on the results of these studies it can be estimated that the increased value of the land within a twenty-mile zone embracing the proposed Federal system would amount to at least ten dollars per acre, or a total of \$600,000,000.

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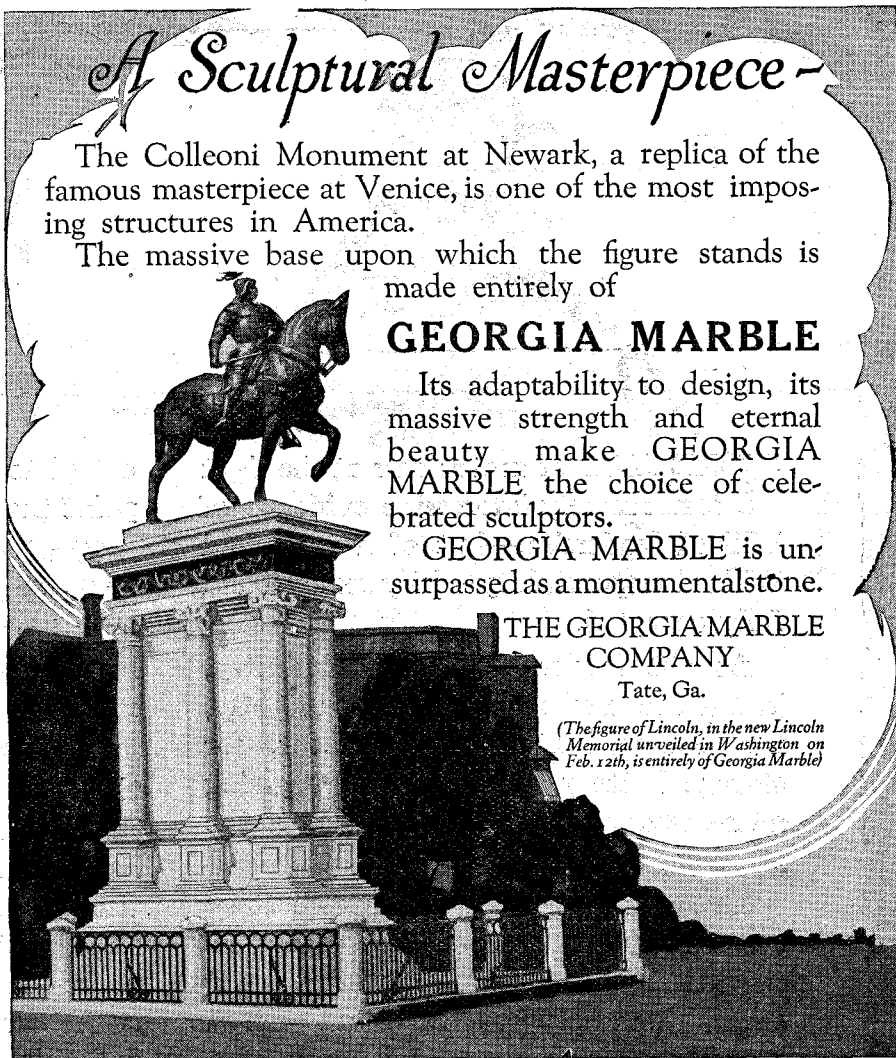
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Owen-Magnetic  
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Packard  
Paige  
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Piedmont  
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Nash  
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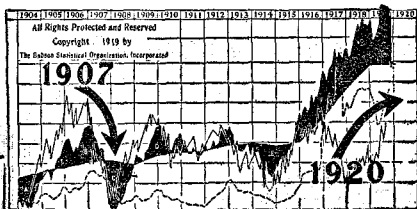
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## INVESTMENTS - AND - FINANCE

### HAVE RAILROAD PRESIDENTS BEEN PAID TOO MUCH?

AS Congress perfects the railway legislation which must be enacted before the roads go back to private operation on March 1, the matter of the salaries to be paid to executives will undoubtedly be a subject of debate. On Wall Street, judging by the interest taken in the matter by financial journals, everybody is wondering whether the former salaries of the high officials of the big railroad systems will be restored. Under government control, as a writer in *The Financial World* notes, the salaries paid to the Director-General, Regional Directors, and Federal Managers have been as a rule much lower than those formerly received by the men in their railroad positions under private control. For instance, Mr. Hines receives \$25,000 as Director-General as against \$77,210 as Chairman of the Atchison Board in 1917. Regional Directors are receiving from \$30,000 to \$40,000 for managing groups of railroads, while before the war they received from \$50,000 to \$70,000 as heads of single roads. *The Financial World* presents a list of railroad executive salaries of 1917, which has been copied and commented on widely in the financial press. Its list, it says, can be verified by the official record in possession of Congressman Sims, former head of the House Committee on Interstate and Foreign Commerce. The highest paid permanent executive on the list was R. S. Lovett, Chairman of the Union Pacific Board, who in 1917, the last year of private operation, received exactly \$104,104.16; but Jacob M. Dickinson, former Secretary of War, was paid \$120,732.90 as receiver of the Rock Island. As several editors note, 200 out of 20,000 general and divisional officers received salaries of \$20,000 or more. No doubt, we read in a bulletin issued by the National City Bank of New York, "there are many people who think that these salaries represent mere favoritism and that no man can have so much more ability than the average man as to make him fairly worth so much more than the average rate of pay." And "it may be assumed that if government ownership was made permanent, no such salaries would be paid by the railroads." But this bank indorses such high pay as being "based upon a record which affords proof of capacity," as "insurance against the wastes of incompetency," and as "the competitive market price for demonstrated work and the reward for a successful career." *The Railway Age*, in an editorial which has received considerable attention in the daily press, argues at some length that these executives were not getting a cent more than they were worth. In answer to the question, why there were so many salaries between \$20,000 and \$100,000, it says:

There are two answers: First, bidding among the railway companies themselves for the best brains in the business has placed a premium upon those brains, and this premium is represented by the salaries paid to the principal officers. Secondly, the railways have had to bid for brains against other industries. It has been no uncommon thing for men of ability to leave the railroad business in order to secure in other lines of business incomes larger than they could get in the railroad business. If the railroad companies did not pay high salaries to men of first-class ability, most of the men of first-class ability in the industry

would be attracted away to positions in other fields.

While to a man who is receiving an income of perhaps \$1,000 or \$2,000 a year salaries of \$20,000 to \$100,000 may seem very large, the fact is that the incomes which railway officers have enjoyed in proportion to the amount of energy and ability they have devoted to their work have been much smaller than the incomes made by men of corresponding rank in other lines of industry. While it is very unusual for a railway officer to receive a salary of \$75,000 a year, it is by no means unusual for men in purely industrial and commercial businesses to make incomes largely exceeding this amount. In fact, there are thousands of men running small businesses in the country in which they own substantial amounts of stock, who are receiving salaries and dividends ranging anywhere from \$100,000 to \$1,000,000 a year. We know of the case of a railway president who a very few years ago refused a salary of \$250,000 a year as head of a large manufacturing concern. We know of two cases of railway officers of lower rank than that of president who very recently became the heads of large industrial concerns under arrangements which will yield them larger incomes than that received by any of the railway officers whose names appeared in the list published in *The Congressional Record*. It is the misfortune of a man of ability in the railroad field that he has to depend for his income almost entirely upon his salary, because in the railway field the opportunities for making profitable investments are much more restricted than in almost any important line of commerce or industry.

In reply to some one who has suggested that the publication of this list would increase the sentiment for government ownership among railroad employees because it would make them feel so sharply the comparative meagerness of their own incomes, *The Railway Age* declares that most of these high-salaried executives rose from the ranks. As we read:

The number of individual officers receiving \$50,000 or more whose names appeared in this list is twenty-nine. The following list gives the positions in which and the ages at which eighteen of these twenty-nine men entered railway service.

R. H. Aishton, axman, eighteen years old.  
W. G. Besler, trainmaster's clerk, sixteen years old.

H. E. Byram, call boy, sixteen years old.  
A. J. Earling, telegraph operator, seventeen years old.

J. M. Hannaford, clerk in general freight office, sixteen years old.

Walker D. Hines, attorney, twenty-three years old.

Marvin Hughitt, telegraph operator, nineteen years old.

L. E. Johnson, fireman, twenty years old.  
E. F. Kearney, telegraph operator, seventeen years old.

J. Kruttschnitt, engineering department, twenty-four years old.

L. F. Lorce, assistant in engineering corps, nineteen years old.

R. S. Lovett, local attorney, twenty-four years old.

W. T. Noonan, employee in accounting department, fourteen years old.

Edmund Pennington, warehouseman and brakeman, twenty-one years old.

Samuel Rea, engineering corps, sixteen years old.

E. P. Ripley, contracting freight agent, twenty-three years old.

T. M. Schumacher, telegraph operator, seventeen years old.





*The Golden Age of the American Merchant Marine began when the group of famous Salem owners and merchants (about 1785) first sent their ships to China, India and St. Petersburg. From then until the decline of the clipper ships in 1860, New England led the way upon the sea.*

## New England and Foreign Trade

NEW ENGLAND comes naturally by her maritime prestige and mastery. Her ports on the Atlantic are very fortunately situated. As compared with others, they are hundreds of miles nearer Europe. Their harbors could comfortably shelter the world's fleets, and their wharves are favored by direct rail communication to all inland centres. In all respects they are the natural gateways for foreign trade.

In Boston, New England possesses a port of entry and export yielding only to New York and Philadelphia in rank. During the year 1918 the imports at the port of Boston amounted to \$295,915,214, and the exports dur-

ing the same period \$221,314,900.

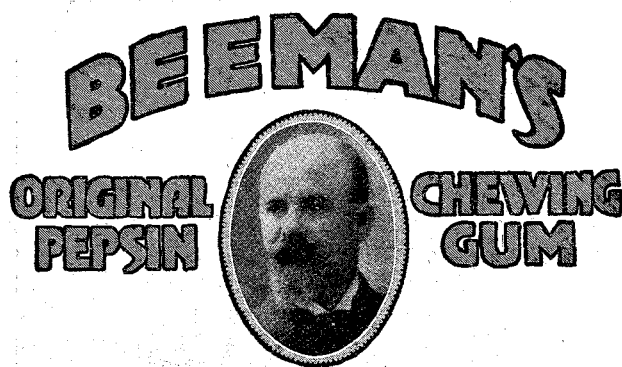
Directorates of industries throughout the country desiring to benefit by the advantages of New England seaports will find the Old Colony Trust Company equipped with exceptional facilities for remitting funds by cable, issuing commercial credits, financing exports and imports, furnishing foreign credit data, and locating markets for goods throughout the world. Send for our booklet—"Your Financial Requirements and How We Can Meet Them."

Come to New England this summer—the Tercentenary of the Pilgrims' Landing—and make this Company's office your banking headquarters.

## OLD COLONY TRUST COMPANY BOSTON





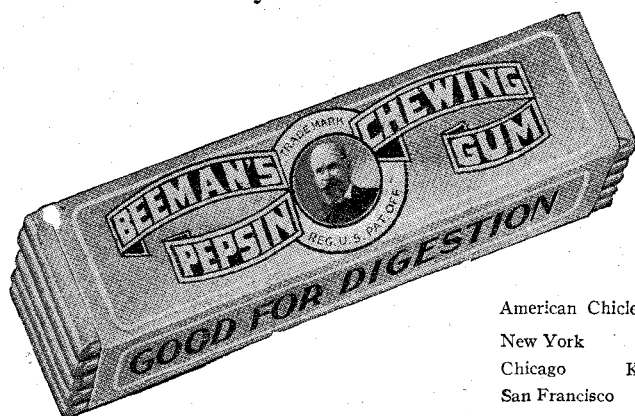


## 100% Efficiency

Many a business firm suffers from the digestive disturbances of some of its officials or workers.

100% efficiency and indigestion are incompatible. Nervous depression, diminished optimism and worry pursue the dyspeptic.

If the dyspeptic will eat more regularly, masticate properly and chew a stick of Beeman's Pepsin Gum for ten minutes after each meal, he will soon note a decided improvement in his digestion, and usually a valuable gain in his personal efficiency.



American Chicle Company  
New York      Cleveland  
Chicago      Kansas City  
San Francisco      Rochester



## INVESTMENTS AND FINANCE Continued

W. H. Truesdale, clerk, eighteen years old.

A. H. Smith, William Sproule, and F. D. Underwood have modestly rendered it impracticable for us to ascertain offhand how old they were when they entered railway service, but Mr. Smith entered it as a foreman of bridges, Mr. Sproule as a clerk, and Mr. Underwood as a clerk, who soon graduated into a brakeman.

It will be noted that a large majority of these high-salaried men entered railway service when they were mere boys; and most of them had been continuously in the service for more than thirty years before they became heads of railroads and began to draw really large salaries. When it is considered that the two hundred men included in the list as receiving \$20,000 or more were the principal officers and managers of properties representing an investment of approximately \$19,000,000,000 and having earnings of over \$4,000,000,000 a year and operating expenses of almost \$3,000,000,000 a year, it is rather difficult to understand how anybody having any knowledge of the character of the work they had to do and the responsibilities they had to carry can say that they were paid too much.

Furthermore, since a very large majority of them rose from the ranks, it would seem that the larger were the salaries paid to them the greater would be the incentives afforded to the ambitious men in the service to strive, by increasing their efficiency, to increase their chances of rising to the highest positions.

"Pay a man \$75,000 to be president of a railroad? Robbery!" *The Odd-Lot Review* hears some one saying. But, it asks, "Is it robbery?"

Take a look at our precious dilettantes who are running the railroads to-day. True, their salaries are slight, but their services are even slighter. According to our way of thinking they are dear at any price.

Give us back our railroad presidents at \$75,000 or more a year. We'll be thankful. They at least know how to run a railroad.

How these large railroad salaries are fixt under private ownership *The Financial World* does not know. It believes that the directors pass upon and fix the compensation, while "Wall Street banking interests which have been credited with exercising the control of many roads, doubtless have something to say." Omitting the names and salaries of some of the officials of smaller roads, *The Financial World* presents as follows this list of prewar salaries on our principal systems:

|                                                                              |              |
|------------------------------------------------------------------------------|--------------|
| Robt. S. Lovett, Ch'man Ex. Com., U. Pacific                                 | \$104,104.16 |
| Edward P. Ripley, Pres., A., T. & S. F.                                      | 75,400.00    |
| Jacob M. Dickinson, Receiver, C., R. I. & P.                                 | 120,732.90   |
| Walker D. Hines, Director, Ch'man A., T. & S. F.                             | 77,210.00    |
| Marvin Hewitt, Sr., Ch'man Bd. of Dir., C. & N.W.                            | 60,460.00    |
| Julius Kruttschnitt, Ch'man Ex. Com. of Bd. of Dir., Southern Pacific System | 88,860.00    |
| C. M. Depew, Ch'man Bd., N. Y. Central                                       | 25,260.00    |
| John S. Runnells, President, Pullman Co.                                     | 60,500.00    |
| Louis W. Hill, Chairman, Great Northern                                      | 50,000.00    |
| C. H. Markham, Pres., Illinois Central                                       | 60,555.00    |
| Henry McAllister, Jr., Gen. Coun., D. & R. G.                                | 55,000.00    |
| E. Pennington, Pres., Minn., St. P. & S. Ste. M.                             | 52,723.00    |
| Samuel Rea, Pres., Penn. System                                              | 75,000.00    |
| Thos. M. Schumaker, Pres., El Paso & Sw.                                     | 60,150.00    |
| A. H. Smith, President, N. Y. Central                                        | 78,360.00    |
| William Sproule, Pres., Southern Pacific                                     | 62,036.00    |
| E. B. Thomas, Ch'man of Board, Lehigh Valley                                 | 50,880.00    |
| W. H. Truesdale, Pres., D., L. & W.                                          | 75,399.00    |
| F. D. Underwood, President, Erie Railroad                                    | 77,950.00    |
| Richard H. Aishton, Pres., C. & N. W.                                        | 50,240.00    |
| L. M. Bell, Gen. Coun., C., R. I. & Pac.                                     | 59,486.00    |
| W. G. Besler, Pres., C. R. R. of N. J.                                       | 50,210.00    |
| Geo. F. Brownell, V.-P. and Gen. Solicitor, Erie                             | 49,610.00    |
| H. E. Byram, Pres., C., M. & St. Paul                                        | 60,000.00    |
| Carter, Ledyard & Milburn, Gen. Coun., D. & R. G.                            | 55,000.00    |
| Chadbourne & Shores, Counsel, D. & R. G.                                     | 63,000.00    |
| W. W. Atterbury, V.-Pres., Penna. Ry.                                        | 40,000.00    |
| John F. Auch, V.-Pres. and Traf. Man., Phila. & R.R.R.                       | 20,000.00    |
| Baker, Botts, Parker & Garwood, attorneys, S. Pac.                           | 30,000.00    |
| Wm. Newell Bannard, spec. agt. to Gen. Man., Penna.                          | 25,000.00    |
| W. B. Biddle, Pres., St. L. & S. F. Ry.                                      | 39,879.00    |



## INVESTMENTS AND FINANCE

Continued

|                                                          |           |
|----------------------------------------------------------|-----------|
| W. G. Bied, Pres., Chicago & Alton.....                  | 36,346.00 |
| Joseph P. Blair, Gen. Counsel, South. Pac.....           | 34,500.00 |
| Hugh L. Bond, Jr., Gen. Coun. and Dir., B. & O.....      | 25,290.00 |
| Chas. W. Burn, Gen. Coun., North. Pac.....               | 30,000.00 |
| Edw. G. Buckland, V.-P. and Gen. Coun., N. Haven.....    | 22,699.00 |
| W. Heyward Meyers, V.-Pres., Penna.....                  | 35,200.00 |
| J. J. Turner, Vice-Pres., Pennsylvania.....              | 40,620.00 |
| E. N. Brown, Ch'man, B. of Dir., Pere Marquette.....     | 21,666.00 |
| F. C. Batchelder, Pres., B. & O. Term., Chicago.....     | 22,015.00 |
| P. Butler, Coun., Fed. Val., Mo. Pac.....                | 45,000.00 |
| John Carstensen, V.-Pres., N. Y. Central.....            | 35,000.00 |
| Jas. T. Clark, Pres., Chi., Minn. & Omaha.....           | 25,160.00 |
| J. F. Daly, V.-Pres., N. Y. Central.....                 | 35,000.00 |
| Dean Richmond, V.-Pres., Pullman Co.....                 | 30,000.00 |
| E. R. Darlow, Pres., Buff. & Susquehanna.....            | 35,300.00 |
| J. M. Davis, V.-Pres., in Charge Operations, B. & O..... | 24,000.00 |
| A. J. Earling, Pres., C., M. & St. P.....                | 75,219.00 |
| Howard Elliott, Direc., Pres., and Ch'man, N. Haven..... | 37,381.00 |
| H. B. Earling, V.-Pres., C., M. & St. P.....             | 20,000.00 |
| J. A. Edson, Pres., Kan. City Southern.....              | 25,000.00 |
| J. D. Farrell, Pres., Union Pacific.....                 | 30,030.00 |
| J. S. Fahnestock, Treas., Penna.....                     | 20,000.00 |
| S. M. Felton, Pres., Chicago Gt. Western.....            | 40,250.00 |
| C. W. Galloway, Fed. Mad., B. & O.....                   | 20,210.00 |
| I. Gowan, Gen. Coun., Penna.....                         | 30,000.00 |
| M. L. Gowan, Gen. Coun., Penna.....                      | 30,000.00 |
| Agnew T. Dice, Pres., Phila. & R.....                    | 35,000.00 |
| I. C. Gilman, Pres., Spokane, Portland & Seattle.....    | 30,000.00 |
| E. Gorman, Pres., C. R. I. & P.....                      | 47,715.00 |
| Burton Hanson, Coun., C., M. & St. P.....                | 25,000.00 |
| T. M. Hanneford, Pres., Northern Pac.....                | 50,000.00 |
| W. J. Harahan, Pres., Seaboard Air Line.....             | 40,857.00 |
| W. F. Herrin, V.-P. and Chief Coun., So. Pac.....        | 38,170.00 |
| Harrison, Pres., Southern Railway.....                   | 50,500.00 |
| James H. Hustis, Pres., Boston & Maine.....              | 35,200.00 |
| W. Hyser, V.-Pres. and Gen. Coun., C. & N. W.....        | 36,200.00 |
| W. W. Inglis, V.-Pres. and Man., Del. & Hudson.....      | 30,030.00 |
| J. Jackson, Receiver, Chic. & Eastern Illinois.....      | 27,000.00 |
| C. James, Vice-Pres., El Paso & S. W.....                | 26,650.00 |
| T. Jeffery, Ch'man, B. of Dir., D. & R. G.....           | 20,166.00 |
| E. Jeffery, Gen. Coun., Southern.....                    | 23,083.00 |
| V. S. Jenney, V.-Pres. and G. Coun., D., L. & W.....     | 34,383.00 |
| E. Johnson, Pres., Missouri Pacific.....                 | 60,090.00 |
| W. Jungen, Man., Southern Pacific.....                   | 21,500.00 |
| J. F. Kearney, Pres., Wabash.....                        | 50,120.00 |
| S. Keeley, Vice-Pres., C., M. & St. P.....               | 20,000.00 |
| Wm. P. Kenney, Vice-Pres., Great Northern.....           | 22,500.00 |
| ohn B. Kerr, Pres., New York, Ontario & Western.....     | 20,230.00 |
| eroy Kramer, Vice-Pres., Pullman Co.....                 | 24,000.00 |
| M. Kurn, Pres., Detroit, Toledo & Ironton.....           | 20,000.00 |
| T. Lamb, Pres., A., B. & A.....                          | 25,110.00 |
| L. Lancaster, Pres. & Rec., Texas & Pacific.....         | 20,470.00 |
| Lathrop, Gen. Sol., A., T. & S. F.....                   | 25,000.00 |
| Lawton, Gen. and Div. Coun., Central of Georgia.....     | 21,000.00 |
| B. Ledyard, Ch'man Bd., Michigan Central.....            | 30,240.00 |
| M. Levy, Pres., Western Pacific.....                     | 25,420.00 |
| D. Levy, 1st V.-P., G. Man., St. L. & S. F.....          | 27,600.00 |
| T. Lincoln, Ch'man Bd., Pullman Co.....                  | 25,300.00 |
| C. Lindley, V.-Pres., Dir. & Gen. Man., Gt. Nor.....     | 20,000.00 |
| esch & Richards, Solicitors, Pennsylvania.....           | 20,500.00 |
| E. Loomis, President Lehigh Valley.....                  | 44,287.00 |
| J. Loomis, Gen. Solicitor, Union Pacific.....            | 20,000.00 |
| F. Loeve, Pres., Delaware & Hudson.....                  | 50,800.00 |
| F. Loeve, Ch'man of Bd., Kan. C. S.....                  | 30,825.00 |
| H. Lyford, Gen. Coun. to Rec., C. & E. I.....            | 24,040.00 |
| T. McCabe, Vice-Pres., Pennsylvania.....                 | 30,000.00 |
| S. McChesney, Pres., Term. R. R. Assn., St. Louis.....   | 22,450.00 |
| O. McCormack, V.-Pres. of Traffic, Southern Pac.....     | 30,200.00 |
| D. McDonald, V.-Pres. and Cont., Southern Pac.....       | 26,250.00 |
| McDonald, President, Maine Central.....                  | 35,735.00 |
| A. McGonagle, Pres., Duluth, M. & N.....                 | 21,000.00 |
| McKeen, Vice-Pres., Pennsylvania Lines.....              | 25,020.00 |
| D. Maher, V.-Pres. of Operations, N. & W.....            | 36,350.00 |
| L. Martin, V.-P. and T. Man., M., St. P. & S. S. M.....  | 20,160.00 |
| A. Middleton, Vice-Pres., Lehigh Valley.....             | 30,445.00 |
| L. Minnis, V.-Pres. and Gen. Solicitor, Wabash.....      | 20,883.00 |
| U. Mudge, Pres., Denver & Rio Grande.....                | 43,232.00 |
| Heyward Myers, Vice-Pres., Pennsylvania.....             | 25,000.00 |
| m. T. Noonan, Pres., Buffalo, Roch. & Pittsburgh.....    | 50,000.00 |
| rien, Boardman, Harper & Fox, Counsel, Penna.....        | 26,500.00 |
| right W. Pardee, Secretary, New York Central.....        | 21,500.00 |
| S. Patterson, Gen. Solicitor, Pennsylvania.....          | 30,000.00 |
| V. Platt, V.-P. and Gen. Man., Union Pacific.....        | 20,000.00 |
| ward J. Pearson, Pres., N. Y., N. H. & H.....            | 40,000.00 |
| L. Peck, 4th Vice-Pres., Pennsylvania.....               | 30,030.00 |
| lph Peters, Pres., Long Island Railroad.....             | 30,470.00 |
| S. Pierce, General Counsel, Wabash.....                  | 24,000.00 |
| A. Place, Vice-Pres., New York Central Lines.....        | 35,150.00 |
| es Randolph, President, Arizona Eastern.....             | 26,465.00 |
| H. Reed, Pres., Bessemer & Lake Erie.....                | 23,562.00 |
| C. Ridgway, V.-Pres., C. R. I. & P.....                  | 25,390.00 |
| M. Rine, Vice-Pres. and Gen. Man., D. L. & W.....        | 33,373.00 |
| x. Robertson, Vice-Pres., Missouri Pacific.....          | 25,869.00 |
| omas Rodd, Chief Eng., Penna. Lines West.....            | 21,080.00 |
| I. Ross, Pres. and Rec., T., St. L. & W.....             | 25,090.00 |
| Ruhlander, Ch'man Bd., St. L. & S. F.....                | 40,000.00 |
| Russell, Vice-Pres., Michigan Central.....               | 20,095.00 |
| E. Schaft, Rec. and Pres., M., K. & T.....               | 43,000.00 |
| M. Shoomaker, Vice-Pres., Pennsylvania.....              | 25,000.00 |
| R. Scott, Pres., M. L. & T. R. R. and S. S.....          | 27,245.00 |
| B. Segar, Vice-Pres. and Controller, Union Pacific.....  | 37,016.00 |
| D. Sewall, Vice-Pres., C., M. & St. P.....               | 20,160.00 |
| V. Seymour, Coun., St. Paul Union Depot.....             | 27,000.00 |
| R. Scott, Vice-Pres. and Gen. Man., S. Pac.....          | 23,766.00 |
| M. Shriver, Vice-Pres., Baltimore & Ohio.....            | 30,250.00 |
| T. Sloan, Vice-Pres., Northern Pacific.....              | 35,120.00 |
| ton, H. Smith, President, L. & N.....                    | 20,639.00 |
| P. Spence, Director of Traffic, Southern Pacific.....    | 36,525.00 |
| M. Spencer, Gen. Counsel, C. B. & Q.....                 | 27,123.00 |
| erge W. Stevens, President, Chesapeake & Ohio.....       | 31,873.00 |
| J. Stone, Vice-President, Erie Railroad.....             | 29,070.00 |
| B. Storey, Vice-Pres., A., T. & S. F.....                | 32,950.00 |
| H. Strong, Gen. Atty., Pennsylvania.....                 | 20,000.00 |
| T. Slade, 1st Vice-Pres., Northern Pacific.....          | 35,120.00 |
| ary Tatnall, Vice-President, Pennsylvania.....           | 35,200.00 |
| B. Taylor, Vice-Pres., Pennsylvania Lines West.....      | 31,235.00 |
| W. Thompson, Vice-Pres., Baltimore & Ohio.....           | 30,510.00 |
| R. Todd, Pres., Bangor & Aroostook.....                  | 30,395.00 |
| Trumbull, Ch'man Bd., Chesapeake & Ohio.....             | 26,738.00 |
| Turner, Senior Vice-Pres., Penna. Lines West.....        | 40,620.00 |
| H. Utley, Vice-Pres. and Gen. Man., B. & L. E.....       | 20,867.00 |
| Davies Warfield, Ch'man Bd., Seaboard Air Line.....      | 50,000.00 |
| Waterhouse, Foreign Freight Agt., Union Pacific.....     | 24,000.00 |

# Kardex Your Business

CARDS IN SIGHT

## Instant Information

ONE clerk, with Kardex, can find a given number of record cards more quickly, more accurately, and more cheaply than four with cards-in-boxes. You don't have to rely on the file-clerk—Kardex is so simple everyone in the office will quickly understand it. No other system gives you as many advantages.

Every card in Kardex is in a separate holder with its index item in plain sight, yet protected by translucent holder from dirt and dust and the effects of constant handling. Simple color signals, give any desired classification.

Both sides of every card can be used without removing cards from holders. Yet cards and holders can be removed, singly or in groups, easily, quickly, and quietly.

Kardex steel cabinets or rotary stands form an orderly system for any number of cards from fifty to a million—yet the simplicity of the system is never disturbed—the availability of every individual card is not decreased in the slightest degree. Your present records can be easily changed over to Kardex without loss of time or old cards.

### Free Kardex Literature

An authority on cards-in-sight business systems. Explains exclusive features of Kardex. Find out how you can secure instant information at one-fourth clerk cost.

Kardex Service Means Prompt Deliveries

## American Kardex Company

2001 Kardex Building

TONAWANDA, N. Y.

Branch Offices and Representatives  
in Principal Cities



# Kardex

CARDS IN SIGHT

Cards and holders can be removed or added, singly or in groups, making it easy to keep cards in alphabetical order at all times.



# PYORRHOCIDE POWDER ANTISEPTIC for Pyorrhea prevention

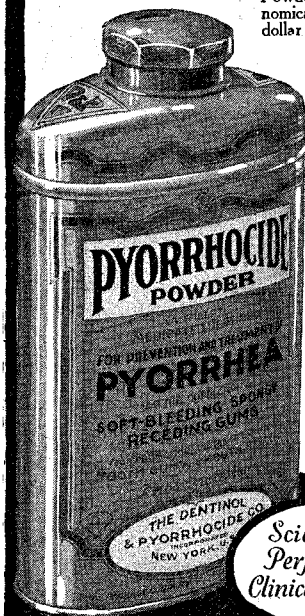


## Soft, sensitive gums

that bleed easily, flash a warning. They are the first symptoms of pyorrhea and consequent loss of teeth.

For pyorrhea, dentists use and prescribe Pyorrhocide Powder. It is scientifically compounded for that specific purpose. It is the only dentifrice that has demonstrated its efficiency in dental clinics devoted exclusively to pyorrhea research.

If you have pyorrhetic symptoms as manifested usually in soft, bleeding, spongy, receding gums, use Pyorrhocide Powder. Its twice a day use makes the gums firm and healthy and it cleans and polishes the teeth.



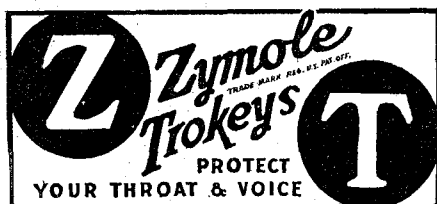
Pyorrhocide Powder is economical because a dollar package contains six months' supply. Sold by leading druggists and dental supply houses.

Free Sample  
Write for free sample and our booklet on 'Prevention and Treatment of Pyorrhea.'  
The Dentinol & Pyorrhocide Co., Inc.  
Sole Distributors  
1476 Broadway, N. Y.

Scientifically  
Perfected by  
Clinical Research

We shall continue to offer through exhaustive scientific research, and by unlimited clinical facilities, only such a dentifrice as is proved most effective in promoting tooth, gum and mouth health.

L. V. Slight  
Pres



## Moisten Your Air



### BUDDINGTON HUMIDIFIER

attached to your radiators and registers. Restores 6 quarts of water to the air daily. Sold by Hardware and Department Stores. If your dealer can't supply you, send for free trial offer.

GEN. W. DIENER MFG. CO.  
401 Monticello Ave., Chicago, Ill.

## INVESTMENTS AND FINANCE Continued

|                                                    |           |
|----------------------------------------------------|-----------|
| H. R. Williams, Vice-Pres., C. M. & St. P. ....    | 31,117.00 |
| W. A. Wimburn, Pres., Central Ry. of Georgia.....  | 21,855.00 |
| B. L. Winchell, Dir. Traffic, Union Pacific.....   | 36,000.00 |
| J. G. Woodworth, 2d Vice-Pres., Nor. Pacific.....  | 22,500.00 |
| H. H. Worcester, V.-P. and G. Man., C. C. & St. L. | 22,395.00 |
| J. L. Young, Pres. and Director, N. & S. ....      | 26,020.00 |

## STOCKS WITH NO PAR VALUE

We have grown accustomed to issues of stock shares worth at par \$100 each, or some other fixt sum. But *The Wall Street Journal* notes that most stock issues of new promotions have been of no par value. "The fashion set in as the result of discussions in banking and legal circles which all pointed to the conclusion that it was misleading to place a dollar-mark as representing a fixt definite value to a share of stock." The change to no par stock was made possible by changes in the New York State laws and later in those of Pennsylvania; "and another benefit sought has been a more equitable basis of taxation than that of taxing par values which usually were altogether out of line with market values." Many arguments in favor of the change to no-par value have been advanced. "The par or face value of a stock was no true index of the worth of the property behind it." Often the shares sell at a big discount, and "it is considered better that no nominal value be placed on the certificates and that rather the market should put its appraisal on them." We read further:

Under the par-value method of capitalization, the real worth of the property was not known to the purchaser of the stock of a corporation merely by the nominal figure placed on the stock certificate. Methods of organization permitted very wide latitude in valuation of properties acquired, and so laws that required \$100 of property, money or services for each \$100 par value were not an effective safeguard.

The value of the property represented by each certificate can not be fixt and is almost constantly changing. When a new enterprise is launched, there must be opportunity for profit beyond interest charges and there must be enough securities issued to raise the desired amount of cash capital. To put it differently, a concern that was being floated and for which it was desired to get, say, \$1,000,000 cash capital might have to issue considerably more than that amount in securities in order to make its flotation possible. Eventually the securities might appreciate greatly in the market and perhaps sell much above the par value.

When a corporation furnishes a statement of assets and liabilities and of earnings the investor can figure the assets and profits a share just as well on no-par stock as on a stock worth par. He is, therefore, in just as good a position to form his judgment as to the real worth of the stock.

The New York statute provides that when shares of common stock are to be issued without nominal or par value the certificate of incorporation, among other things, shall state the number of shares that may be issued by the corporation. If there are to be any preferred shares, their general characteristics and the value per share of such preferred stock is to be stated and then:

"The amount of capital with which the corporation shall carry on business, which amount shall be not less than the amount of preferred stock (if any) authorized to be issued with a preference as to principal, and in addition thereto, a sum equivalent to \$5, or some multiple of \$5 for every share authorized to be issued other than such preferred stock; but in no event shall the amount of such capital be less than \$500."

The outstanding common shares, at not less than \$5 a share, should be included in the capital stock, and appear on the balance-sheet as a liability.

## Bring Order out of Disorder



## with "CLEKO" Clip Binders

MAKE a book-file of the important "live" correspondence and other papers which clutter up the busy man's desk.

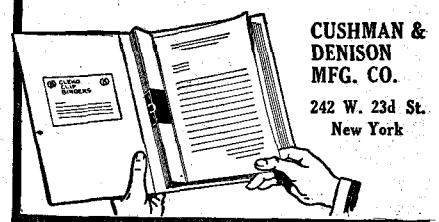
"Cleko" Clip Binders safeguard your valuable papers, keep them in compact, orderly arrangement on your desk. They eliminate "desk confusion," systematize your desk and always keep your important memoranda easily accessible.

"Cleko" Clip Binders hold more sheets than any other clip binder on the market. Papers easily removed or additional ones inserted.

No. 311 Note size (6 x 9 1/4) 25c each  
No. 314 Letter size (8 1/2 x 11) 35c "  
No. 317 Legal size (8 1/2 x 14) 40c "

Made of first quality Black Press Board, and of Heavy Black or Terra Cotta Fibre.

Your stationer has them. If not, write us



CUSHMAN &  
DENISON  
MFG. CO.

242 W. 23d St.  
New York

## Paint Without Oil

Remarkable Discovery That Cuts Down  
the Cost of Paint Seventy-  
Five Per Cent.

## A Free Trial Package is Mailed Everyone Who Writes.

A. L. Rice, a prominent manufacturer of Adair N. Y., has discovered a process of making a new kind of paint without the use of oil. He calls it Powder-paint. It comes in the form of a dry powder and all that required is cold water to make a paint weather proof, fire proof, sanitary and durable for outside or inside painting. It is the cement principle applied to paint. It adheres to any surface, wood, stone or brick, spread and looks like oil paint and costs about one-fourth as much.

Write to Mr. A. L. Rice, Manufacturer, 124 No. Street, Adams, N. Y., and he will send you a free trial package, also color card and full information showing you how you can save a good many dollars. Write today. Ad



## BUXTON KEY KASE Saves Your Pockets



Flat, smooth, neat. Fits vest or hip pocket without "bulging" — saves your clothes. Two keys on each separate hook. Each key easy to find, even in the dark. Can't get lost, off, but instantly detachable. If not at dealer's, order from us.

### Genuine Cowhide

4 hooks ..... 35c  
6 hooks ..... 50c  
8 hooks ..... 75c

### Goat Morocco Lined

4 hooks ..... 75c  
6 hooks ..... \$1.00  
8 hooks ..... \$1.25

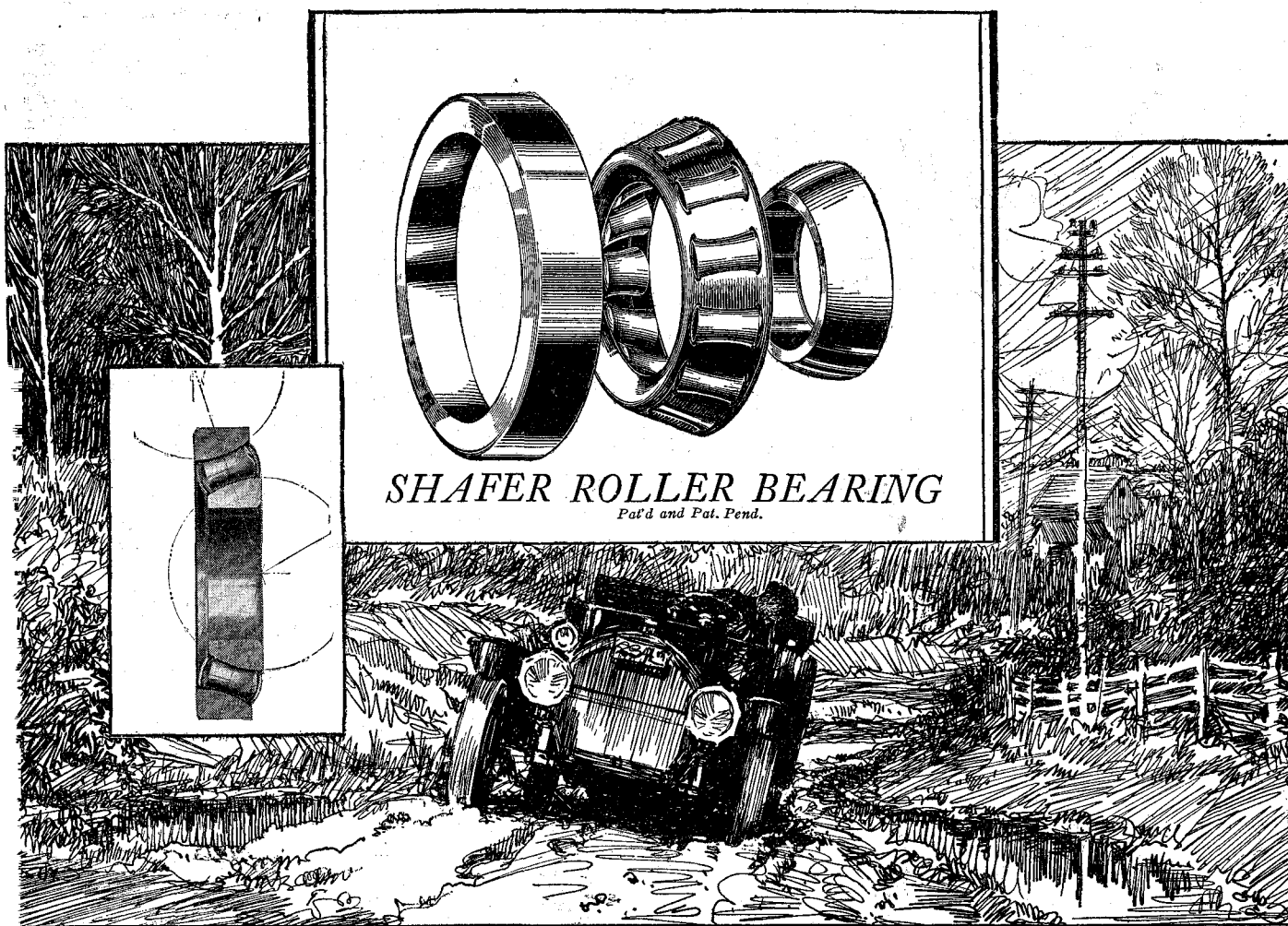
More Dealers Wanted to supply the big call for Key Kases. Quick turn-over, good profit. Write.

L. A. W. Novelty Co.  
Springfield, Mass.  
Dept. R.

Mfrs. of Novelties in Leather

35c  
to  
\$2.50





**SHAFER ROLLER BEARING**  
*Pat'd and Pat. Pend.*

# Muddy Roads and Your Bearings

**Y**OU splash through mud and water hub deep, and it takes some driving to keep in the road. You don't know what you are hitting down underneath until you feel the shock through the steering wheel. Your front wheel bearings are taking thousand-pound blows from every angle, tremendous momentary side thrusts. Are your bearings built to stand it?

Shafer bearings are, because the Shafer concave rollers are placed at a 20-degree angle against the convex surfaces of outer race and inner cone in such a way that every shock, no matter from what direction it comes, is received on the full length of each roller.

Put Shafers in your front wheels, and you will never have bearing trouble no matter how rough the road or how hard you drive, for Shafer Roller Bearings are automatically self-aligning. The cone rides with every deflection of the

spindle and keeps in contact with all rollers, no matter what happens. This is an exclusive Shafer feature.

The Shafer is the only 100% load capacity bearing that is made, and will stand as much side thrust as it does radial or top load. (See cross section drawing.)

**At most dealers.** Exact replacement for cup and cone bearings as well as others—easily installed. Write us giving name of dealer, and learn how to reduce front wheel repair bills.

**Geo. D. Bailey Co.** (Shafer Replacement Division) 4500 Ravenswood Ave., Chicago

## Replacements Now Ready For Front Wheels

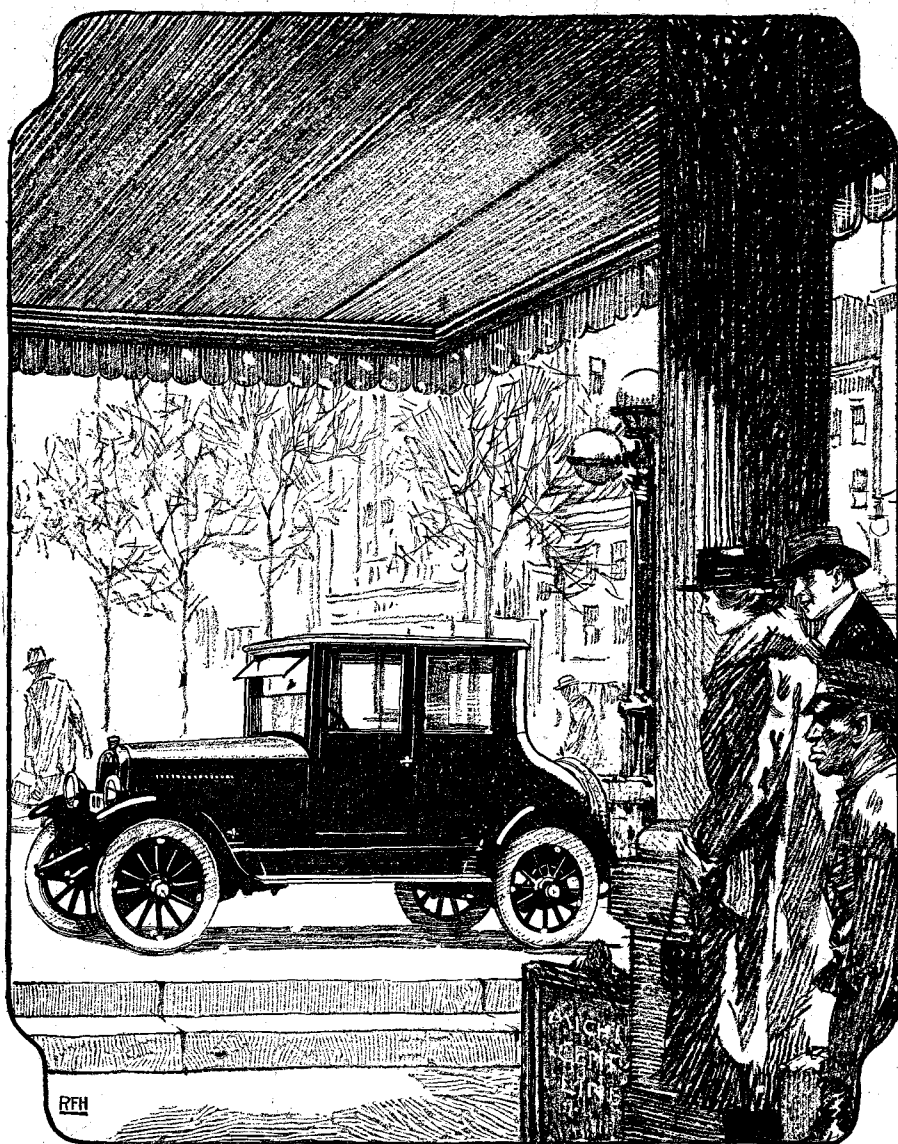
|                                            |                                        |
|--------------------------------------------|----------------------------------------|
| <b>OAKLAND</b><br>34, 34B                  | <b>DODGE</b><br>All models             |
| <b>MAXWELL</b><br>1914-15-16-17-18-19-20   | <b>DORT</b><br>5A, 6, 9, 29, 8, 11, 15 |
| <b>CHEVROLET</b><br>F, FA, Baby Grand, 490 | <b>FORD</b><br>All models              |
| <b>OVERLAND</b><br>81, 83, 83B, 90, 4      | <b>AUBURN</b><br>1916-17-18-19         |
| <b>VIM TRUCK</b><br>20, 21                 | <b>ALLEN</b><br>37                     |
| <b>ROAMER</b><br>All models except 1920    | <b>ELGIN</b><br>1916                   |
| <b>SCRIPPS-BOOTH</b><br>39                 |                                        |

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*Self Aligning*  
**SHAFAER** Roller Bearing  
*100% Load Capacity From Any Angle*



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## BRISCOE

THE Thredor Coupe is a worthy companion to the Sedan, which met with such instantaneous success everywhere. It has the same beauty of line, the same excellence of fittings and the luxurious upholstery.

You will be especially pleased with the seating and luggage arrangements in the Thredor Coupe.

*Built in Touring, Sedan and Coupe*

**BRISCOE MOTOR CORPORATION, JACKSON, MICHIGAN**  
*The Canadian Briscoe Motor Company, Limited, Brockville, Ontario*

### CURRENT EVENTS

#### PEACE PRELIMINARIES

January 23.—The Dutch Government delivers a note to the Peace Conference unqualifiedly refusing to surrender William Hohenzollern, former German Emperor, to the Allied and Associated governments for trial.

January 26.—According to a dispatch from Budapest, Hungary submits a memorandum to the Entente plenipotentiaries, declaring that the military clauses in the Treaty drawn up for Hungary are not acceptable. It is asserted that the army of 35,000 men allowed by the Treaty is not sufficient to maintain order.

January 27.—The second meeting of the Council of the League of Nations will take place in London, probably on February 10. This will be the first actual business meeting, and the Council plans to enter upon the consideration of the constitution of the permanent Court of International Justice.

#### AFFAIRS IN RUSSIA

January 21.—According to Tokyo advice Japan decides to withdraw her troops from Siberia. It is said Japan's objection in agreeing to cooperate with the United States has been attained, and it is further asserted that Japan has no territorial ambitions in Siberia.

General Semenoff, commander of the Al Russian armies in Siberia, issues proclamation that he has assumed the supreme rulership of Siberia, says message from Harbin, Manchuria.

A Helsingfors report says the result of the conference of representatives of Estonia, Latvia, Lithuania, and Poland at Helsingfors is the appointment of a commission to work out a plan for a defensive alliance against Soviet Russia.

January 25.—A Warsaw report, published in Copenhagen, says the Polish Cabinet signs a mobilization order, because of the Bolshevik advance.

A wireless message from Warsaw reaching London says there is a Bolshevik rumor that "Red" cavalry have entered Persia and India.

A revolt has broken out among the "Red" garrison at Moscow, according to advices from Dorpat. Another report says the People's Commissaries in Moscow have moved to Tver, owing to the spread of the plague.

A report from Joseph M. Ray, former American Consul at Irkutsk, says a number of American engineers, several members of the American Red Cross and an entire Polish army have been captured by the Bolsheviks at Kichinskaya, Siberia.

January 26.—Members of the Soviet Government have left Moscow, following a renewed outbreak of the plague and have gone to Tver, on the upper Volga, according to Stockholm advice.

January 27.—A report from Paris says that General Denikin and his staff have taken refuge on board a British vessel at Constantinople.

Advices from Harbin say that the Soviet force has been driven out of the town Nijne-Udinsk, 360 miles northwest of Irkutsk, by Siberian troops.

The movement of the American Expeditionary Forces out of Siberia began January 17, according to a cable received by the War Department in Washington.

## FOREIGN

January 21.—Assistant Commissioner of Police Redmond, of Dublin, is shot by an assassin and instantly killed in Harcourt Street, one of Dublin's main thoroughfares.

Northern and central Italy are in the grip of a general railway strike. Martial law is enforced in the principal cities of the country, whose streets are controlled by cavalry and artillery.

January 22.—The recently formed cabinet of Premier Millerand receives a vote of confidence by the Deputies, 272 to 23. The vote is considered a moral defeat for the Government, however, as more than three hundred deputies abstained from voting.

January 24.—Former British Premier H. H. Asquith formally accepts the invitation of the Liberals of Paisley to stand as their candidate for Parliament. This is considered as an event of the first importance in England. His election, which seems probable, will change the aspect of the whole political situation in that country, it is said.

January 25.—German troops begin the evacuation of Upper Silesia, in accordance with the terms of the Peace Treaty which require that the movement begin fifteen days after its ratification.

Viscount French, Lord Lieutenant of Ireland, offers a reward of \$50,000 for information, given within three months, such as shall lead to the conviction of any persons guilty of the murder of the fourteen police officers who have been shot since July.

January 26.—The governing body of the International Labor Organization meets in Paris. No American delegates are present, owing to the non-ratification of the Treaty.

Matthias Erzberger, German Minister of Finance, is wounded in the streets of Berlin.

January 28.—The Jugo-Slav reply to the Allied ultimatum regarding the Adriatic question is received in Paris. It amounts to a virtual refusal of the compromise offered, but is conciliatory and opens the way for further discussion. The plan rejected by the Jugo-Slavs provided, among other things, for the erection of Fiume into a free city under the League of Nations, the continuance of Italian forms of government, and the protection of Italian rights there, and the cession of Albania to Jugo-Slavia.

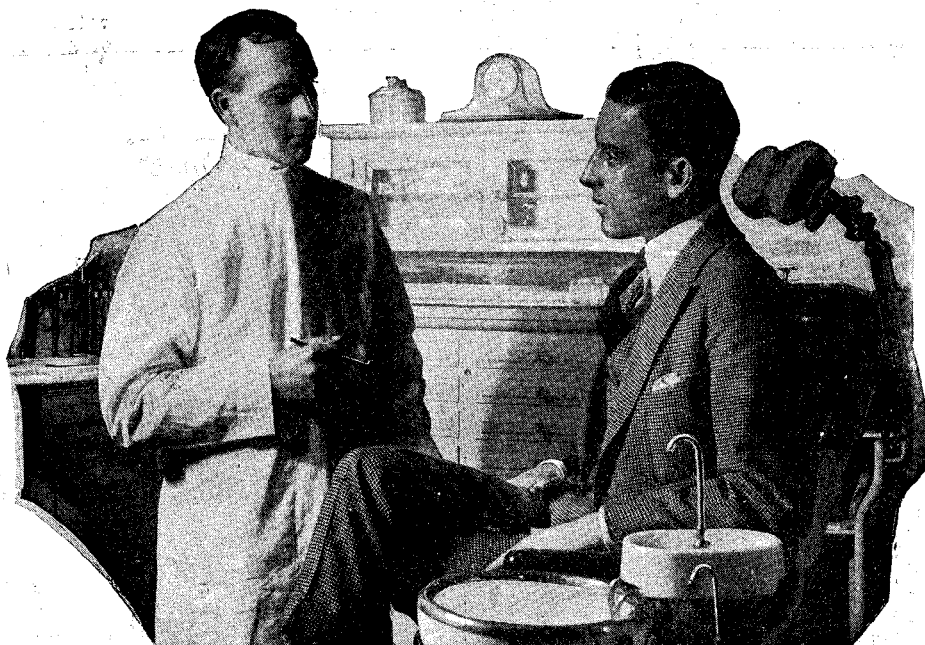
Albert Thomas, the French labor-leader, is unanimously elected Director-General of the International Labor Organization at the convention of the governing body of that organization in Paris.

## DOMESTIC

January 21.—The special grand jury of Cook County, Illinois, investigating "Red" activities, returns indictments against thirty-eight alleged members of the Communist party, among them William Bross Lloyd, millionaire Socialist.

January 22.—Influenza and pneumonia continue to spread throughout Chicago. The reports indicate that the epidemic is becoming State-wide.

January 23.—Influenza, which has been sweeping over New York City in steadily increasing volume for over a week, assumes epidemic proportions. The entire resources of the municipality have been organized and will be brought to bear to check further inroads of the disease.



# Dentists Now Urge

## A New Teeth Cleaning Method

*All Statements Approved by High Dental Authorities*

Leading dentists all over America are urging the adoption of a film-removing tooth paste.

Millions of people have already proved it. In every circle nowadays you see white, glistening teeth. Ask about them and the owners will say, probably, that Pepsodent has done it.

### By Fighting Film

Those results come from fighting film—that viscous film which ever forms on teeth. Most lack of luster is now traced to that, also most other tooth troubles.

Film clings to teeth, enters crevices and stays. The tooth brush does not end it. The ordinary tooth paste does not dissolve it. So much of it stays and hardens, until you have it taken off in the dentist's chair.

Film is what discolors—not the teeth.

It is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. All these troubles have been constantly increasing for lack of a film combatant.

### The Way is Found

Dental science, after years of searching has found a way to fight film. Five years of clinical and laboratory tests have proved it beyond question.

For home use the method is embodied in a dentifrice called Pepsodent, made to meet every dental requirement. And to make it known quickly in every home, a 10-Day Tube is being sent to everyone who asks.

## A Quick, Convincing Test

The Pepsodent results are evident and quick. A ten-day test will leave no doubt about them. And a book will tell the reason.

Pepsodent is based on pepsin, the digestant of albumin. The film is albuminous matter. The object of Pepsodent is to dissolve it, then to day by day combat it.

A new discovery makes this method possible. Pepsin must be activated, and the usual agent is an acid harmful to the teeth. But science has found a harmless activating method. Now active pepsin can

be constantly applied, and forced into every hiding place of film.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how the teeth whiten as the fixed film disappears.

Look at your teeth now, then look in ten days. Let your own teeth decide between the old ways and the new. This is important. Cut out the coupon so you won't forget.

**Pepsodent**  
PAT. OFF.  
REG. U.S.

*The New-Day Dentifrice*

The scientific film combatant, now advised by leading dentists everywhere and supplied by druggists in large tubes.

**Ten-Day Tube Free**<sup>319</sup>

THE PEPSODENT COMPANY,  
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Chicago, Ill.

Mail 10-Day Tube of Pepsodent to





## Beautiful 365 days In the Year—

### Evergreen Bittersweet

With gorgeous red berries against foliage that is green all year round, this vine beautifies the home with a thick shade in the summer, and with glowing fruit and bright leaves when other vines are bare.

Evergreen Bittersweet (*Euonymus Vegetus*) climbs to a noble height in the severest climates, where English ivy can be used only as a ground cover. Two year old vines fruit freely. Planted in rows and sheared, it makes an incomparable evergreen hedge, solid and erect.

Strong Pot Plants,  
50c each; \$5 per  
doz. \$35 per 100.

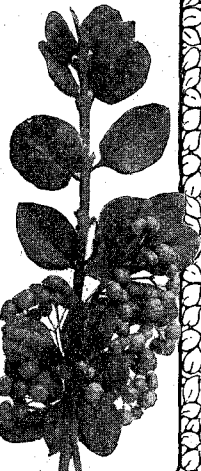
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### Hill's Evergreens

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### Trees—Roses—Vines

In small or large lots at half agents' prices. Catalog and Green's Fruit Book—FREE. Green's Nursery Co. 117 Wall St., Rochester, N. Y.

### CONDON'S GIANT EVERBEARING TOMATO

"QUEEN OF THE MARKET." Big Money-Maker. Large, solid fruit, excellent canner. We introduce to you our Northern Grown "Sure Crop" Live Seeds, we will mail you 125 seeds of Condon's Giant Everbearing Tomato and our Mammoth 1920 Garden and Farm Guide. Tells how, when and what to plant for pleasure and profit. Send postal today.  
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Dodson Wren  
House  
4 compartments  
28 inches high  
18 inches in  
diameter



Price  
\$5

JOSEPH H. DODSON, Pres. Am. Audubon Ass.  
730 Harrison Avenue Kankakee, Illinois  
Dodson Sparrow Trap guaranteed to rid your community of these quarrelsome pests. Price \$7.00.

### Spring Will Bring the Birds

A Dodson House Will Attract and  
Keep Them—But, Important—

Erect them Now so they may weather. While they are scientifically built to overcome the little, peculiar features to which the birds object, an appearance of newness sometimes intimidates the little feathered fellows, and they abhor fresh paint. Erected how they will weather, blending into the foliage, and inviting immediate habitation. The first step to beautify your grounds is the erecting of Dodson Bird Houses—as important as planting trees and shrubs. The trees and shrubs will thrive when protected by our native song birds. They are invaluable for destroying insectivorous pests—and their beauty and song lend a finishing touch to Nature's brush.

Free Bird Book sent on request, illustrating Dodson line, giving prices; also beautiful colored bird picture free.

The House passes a bill by a vote of 311 to 10 making an increase of approximately a third in the base pay of all enlisted men in the Navy and the coast-guard, except recruits. The increase is estimated at \$10,000,000.

According to figures given out by the United States Department of Commerce, December exports were less by \$60,000,000 than those of November.

Eighty-five members of the Communist party are indicted by the special grand jury in Chicago, charged with radical activities. Most prominent among them is Mrs. Rose Pastor Stokes, said to be a member of the National Executive Committee of the organization.

January 24.—William B. Wilson, Secretary of Labor, hands down a sweeping opinion upholding the right of the Government to deport aliens who are members of the Communist party of America. The decision affects hundreds of foreigners arrested in recent raids and is expected to be a severe blow to the activities of the "Reds" in the United States.

January 26.—Four hundred Kansas miners go on strike in the Pittsburg district as a protest against the action of the legislature in passing the Industrial Court law.

The Senate, by a vote of 36 to 14, pass the Kenyon Americanization Bill, requiring all residents of the United States, sixteen to twenty-one years old, not mentally or physically disqualified, and all alien residents between sixteen and forty-five who can not speak, read, or write English, to attend school not less than two hundred hours a year.

By a vote of 9 to 5, the Senate Military Committee approves provisions for compulsory military training for boys between eighteen and twenty-one years, inclusive, and orders a favorable report upon the Army reorganization bill.

January 27.—E. T. Meredith, of Iowa, is appointed Secretary of Agriculture to succeed Secretary Houston who is appointed Secretary of the Treasury, succeeding Carter Glass.

Henry P. Fletcher resigns as United States Ambassador to Mexico, to take effect in the course of the next few weeks.

Dr. Hugh S. Cumming, of Hampton, Virginia, is nominated Surgeon-General of the United States Public Health Service to succeed Dr. Rupert Blue.

Liberal Dad.—"Yes," said the young wife, proudly, "father always gives something expensive when he makes presents."

"So I discovered when he gave you away," rejoined the young husband, feelingly.—*London Tit-Bits.*

### How She Doth!

How doth the gentle laundress  
Search out the weakest joints,  
And always scrape the buttons off  
At most strategic points.

—*The American Legion Weekly.*

Getting It Over.—It was the week before little Willie's birthday, and he was on his knees at his bedside petitioning Providence for presents in a very loud voice.

"Please send me," he shouted, "a bicycle, a tool-chest, a—"

"What are you praying so loud for?" his younger brother interrupted. "God ain't deaf."

"I know he ain't," said little Willie, winking toward the next room, "but grandma is."—*London Tit-Bits.*

## DREER'S 1920 GARDEN BOOK



Treats of everything that can possibly interest the Vegetable or Flower grower and is a necessary part of your Garden equipment.

### DREER'S GARDEN BOOK

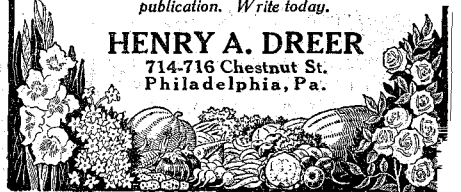
FOR 1920 contains 224 pages, six color plates featuring Choice Vegetables, Early Colossal Cosmos, Mammoth Verbena, Los Angeles Rose and the new Rose, Columbia; also numerous photographic illustrations of the best of the recent novelties and old-time favorites in Vegetables and Flowers.

The amateur as well as the professional will find many helpful cultural directions written by experts, on all worth while Vegetables and Flowers.

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## ROSES of NEW CASTLE

is the title of a beautiful book on the culture of roses and other plants; gives expert experience of a lifetime. It's free. Exquisitely illustrated in natural colors; offers and tells how to grow these famous plants. Write for copy today.  
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## KEITH'S PLANS FOR THE NATION'S HOMES



—for 20 years the choice of particular home builders—with Keith's Magazine—(full of helpful ideas and a leading authority on home-building) will help you to plan your home right. New set of 10 plan books includes 3 of bungalows, 4 of cottages, 3 of 2-story houses—32 latest designs in each.  
**Big \$2 Offer** Your choice of 3 plan books and 8 home-building numbers of Keith's—\$2 (check \$2.10), or entire set of 10 plan books and 12 home-building numbers of Keith's—all for \$4.00 (check \$4.10). Keith's on news-stands, 25c.  
Keith Corporation, 323 Abbey Bldg, Minneapolis

## BARGAINS IN SEEDS

Hundreds of special offers in surplus stock of seeds and plants at bargain prices. Don't buy until you have seen our beautiful illustrated catalog, mailed free if you mention this paper.  
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Art Corners

Use them to mount all kodak pictures, post cards, clippings in album

Made to Square, Round, Oval, Fancy and Flat of black, gray, sepi, and red grained paper. Slip them on corners of pictures, then wet and stick. QUICK-EASY-ARTISTIC. No mss., no fuss. At photo supply, drug and station stores. Accept no substitute there is nothing as good. 10c brings full size, and sample from Engel Mfg. Co. Dept. 46B, 1456 Leland Ave., CHICAGO

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Canaries, Parrots, etc.

Supplies All Kinds. Catalog FREE  
K. C. BIRD STORE, Desk 15  
1421 Main St. Kansas City, Mo.

## ROUGH ON RATS



A United States Department of Agriculture bulletin says: "The best bait usually is food of a kind that the rats and mice do not get in the vicinity. The bait should be kept fresh and attractive and the kind changed when necessary."

"Rough On Rats" mixes with any food. It rid premises of pests—quickly, thoroughly, cheaply. Get it at drug and general stores. "Ending Rats and Mice", our booklet, sent free; WRITE.

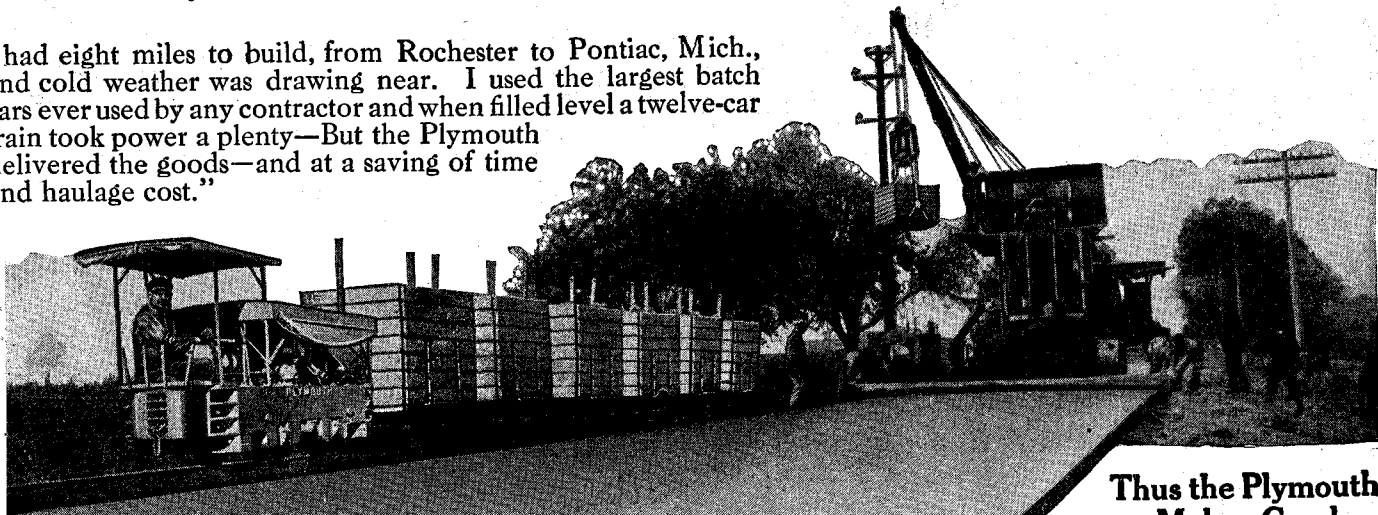
E. S. WELLS, Chemist Jersey City, N. J.



# A BIG JOB Well done

Geo. P. Scharl, the contractor on the road shown here, gladly tells of the great help of two Plymouth Gasoline Locomotives in hauling the road material four miles

had eight miles to build, from Rochester to Pontiac, Mich., and cold weather was drawing near. I used the largest batch cars ever used by any contractor and when filled level a twelve-car train took power a plenty—But the Plymouth delivered the goods—and at a saving of time and haulage cost."



**Thus the Plymouth  
Makes Good**

Wherever tracks can be laid, "Plymouth" haulage is a success. Every user reports the same economic time saving results about



## PLYMOUTH Gasoline Locomotives

Simple of operation—upkeep cost very low—ready for rugged service every day—a sturdy giant of power—with a steady even pull, forward or backward.

### "Plymouth" Haulage is a Proven Success

Underground—Surface and Elevated. "Plymouth" haulage is an investment that saves man power, dollars and time—Write for information—Tell us your problem—Illustrated Catalog showing many phases of "Plymouth" Haulage sent upon request.

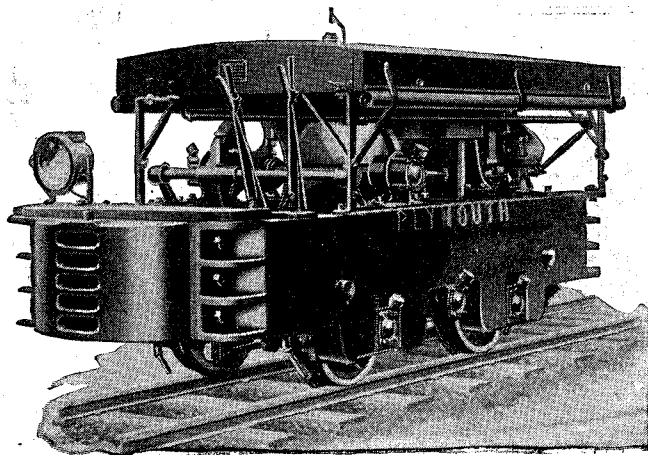
*Representatives in All Principal Cities of America*

**THE FATE-ROOT-HEATH CO.**  
285-290 RIGGS AVENUE      PLYMOUTH, OHIO

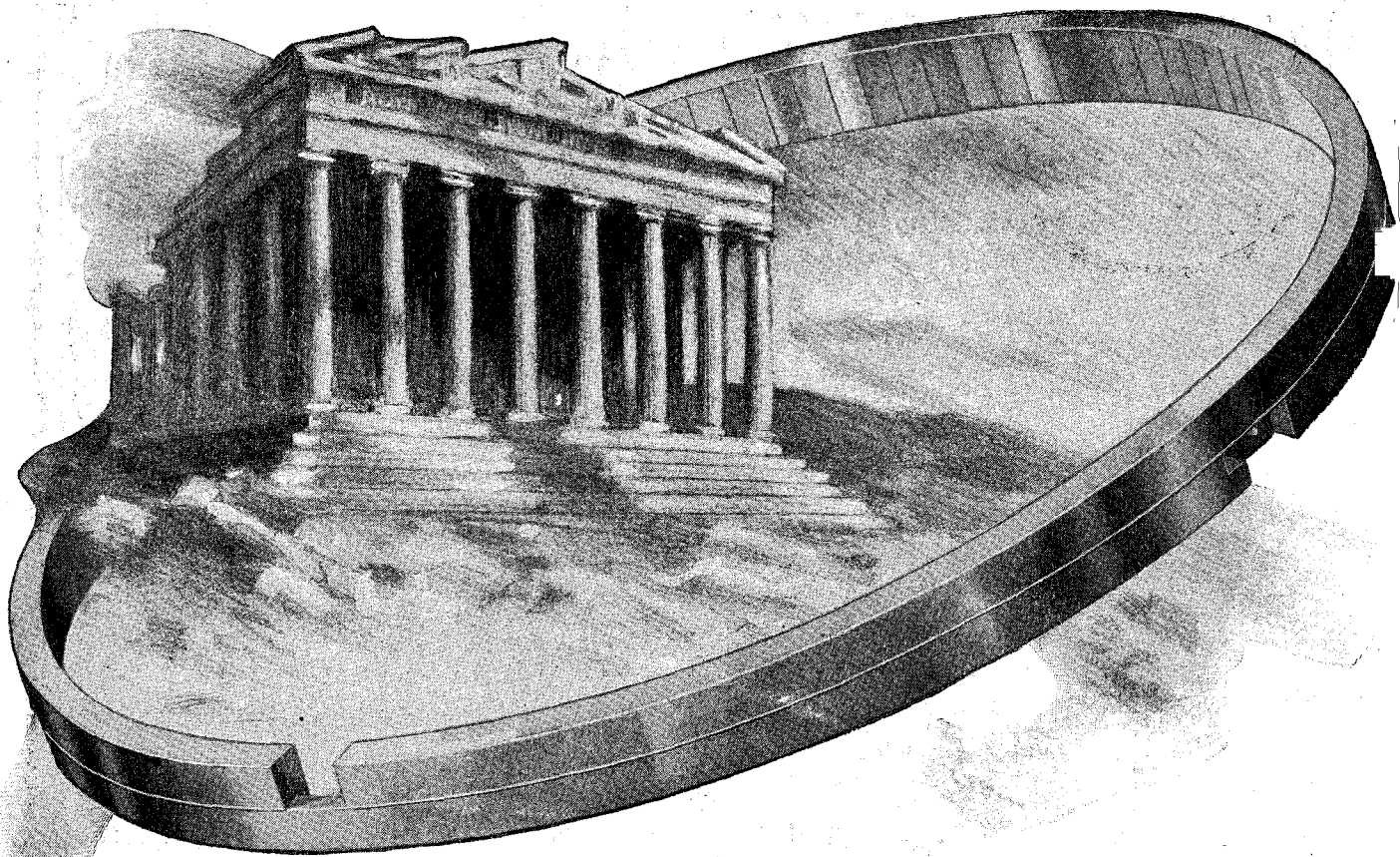
### Over Half Billion Dollars

**For Road Building for 1920. More  
Than the Cost of the Panama Canal**

Almost five times that of last year—Five times the opportunity to secure contracts. Contractors must be on the alert if this appropriation is to be used up. Speedy construction alone will bring this sum into use. And the PLYMOUTH GASOLINE LOCOMOTIVE is one of the units of speed, with less man power—more work at less cost. The contractor who employs equipment that results in such saving will reap a harvest.







*If the Grecians*

**had made piston rings instead of temples they would** have doubly sealed every iota of driving force above the pistons by fitting the component parts as perfectly as the marble in their temples.

The Double Seal is a piston ring built with Grecian precision. They are so accurately fitted and designed that they keep the compression and explosion above the pistons and the oil out of the combustion chamber. They automatically take up the wear in the cylinders—they keep the cylinders pulling—they keep the engine from "killing" when throttled down for street crossing—they are good accident insurance—they make driving a pleasure, because they put **Pep, Pickup and Power** in the engine.

**Write for our newest booklet, "Keep Upkeep Down,"** which will help you to put more miles in every gallon of gasoline you use.

# DOUBLE SEAL RING COMPANY

**General Sales Offices: 1517 Michigan Avenue, CHICAGO**

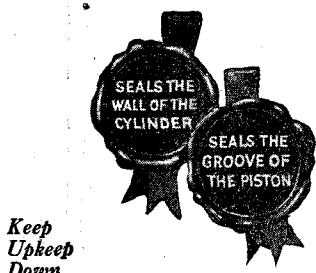
# DOUBLE SEAL PISTON RINGS

If your jobber, dealer or garage does not carry Double Seal Rings, address our nearest sales branch. Each branch carries in stock *all* sizes of rings.

**Sales Branches of the Double Seal Ring Company:**

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| Baltimore, Md. - 1710 N. Charles St.  | Houston, Texas - - 1212 Main St.      | Omaha, Nebr. - - 310 S. 19th        |
| Boston, Mass., 107 Massachusetts Ave. | Kansas City, Mo. - 214 E. 17th St.    | Pittsburgh, Pa. - 206 Werner Bk     |
| Buffalo, N. Y. - - 1377 Main St.      | Little Rock, Ark. - 414 Louisiana St. | Hiland and Baum Stre                |
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| Cleveland, Ohio - 1841 Euclid Ave.    | Memphis, Tenn. - 128 Monroe St.       | San Antonio, Tex., 314 Kampmann Bl  |
| Dallas, Texas - - 208 Browder St.     | Milwaukee, Wis. - 160 Mason St.       | San Francisco, Cal. - 1124 Polk     |
| Denver, Colo. - 430 Eighteenth St.    | Minneapolis, Minn. -                  | Seattle, Wash. - - 1213 Pine        |
| Detroit, Mich., 415 Grand River Ave.  | 825 Hennepin Ave.                     | Stockton, Cal., - 106 N. California |
| El Paso, Texas - - 412 Myrtle Ave.    | New Orleans, La., 808 S. Charles St.  | Waco, Texas - - 104 S. 4th          |
| Fresno, Cal. - - 1922 Tuolumne        | New York, N. Y. - 1834 Broadway       | Windsor, Ont., Can., 19 E. Sandwich |

THE marble blocks of many Greek temples were fitted together with such mathematical precision, without mortar and without cement, that after 2300 years we find them still impervious to wind and rain.



**Keep  
Upkeep  
Down**



## THE SPICE OF LIFE

**Optimistic Thought.**—One certain way of beating the game is to raise something beside prices and Cain.—*Dallas Journal*.

**Naturally.**—SHE—"Why do they put corn-meal on the dance floor?"

HE—"To make the chickens feel at home."—*The Pith Panther*.

**Of Course.**—"See the dancing snow-flakes."

"Practising for the snowball, I suppose."—*Boston Transcript*.

**Ouch!**—MR. SAPHEDDE—"Do you think men have descended from monkeys?"

MISS CAUSTIQUE—"Not very far."—*London Tit-Bits*.

**A Popular Make.**—"The officer says you used bad language."

"When he stooped me I was in a tantrum."  
"Never mind the make of the car."—*Judge*.

**A Horrible Hereafter.**—After reading a fresh batch of communications from "the other side," we are more than ever disposed to exclaim, "If this be immortality, give us death!"—*Chicago Tribune*.

**Big-Minded.**—"He seems very narrow-minded in an argument!"

"Not at all. He admits that there are two sides to every question; his side and the wrong side!"—*Cartoons Magazine*.

**The Easier Way.**—An enterprising dealer in electric wares hangs out the sign: "Don't kill your wife with hard work. Let our washing-machine do the dirty work."—*The American Legion Weekly*.

**Murder!**—DENTIST—"What's your business?"

VICTIM—"I'm a humorous artist."

DENTIST—"Well, I'll try and live up to your idea of my profession!"—*London Tit-Bits*.

**Some Town.**—"You advertise this as the best hotel in town," said the man who had stayed overnight.

"It certainly is," replied the clerk.

"Well, that may be a good boost for the hotel, but it's a terrible knock for the town."—*Boston Transcript*.

**The Professional View of It.**—"Don't you want a Presidential boom?"

"I'm not particular," said Senator Sorghum. "At this stage of proceedings a Presidential boom comes about as near being a tangible asset as a happy New-year greeting."—*Washington Star*.

**Ye Unfortunate Ed.**—"A magazine editor must lead a somewhat gloomy life," declared the poet, as he opened some returned manuscript.

"Why so?" asked his friend.

"All he seems to do is to express his regrets."—*London Answers*.

**The Native Tongue.**—SIR—While I waited for a box of sweets to be wrapt:

FIRST CANDY DAMSEL—"What are those cute little red flowers—you know, those kind that hangs down like earrings?"

SECOND C. D.—"Oh, that's wandering jew, but I don't know what you call it in English."—*Mrs. Sib in the Chicago Tribune*.

**Helpful Hint.**—BOREM—"Now, what would you do if you were in my shoes, Miss Cutting?"

MISS CUTTING—"I'd point the toes toward the front door and give them a start."—*London Tit-Bits*.

**Slander.**—COUNSEL—"Was the prisoner sober?"

WITNESS—"No, sir; he was as drunk as a judge."

THE JUDGE—"You mean as drunk as a lord!"

WITNESS—"Yes, my lord!"—*London Tit-Bits*.

**Compliments All Around.**—"I desire no remuneration for this poem," remarked the long-haired poet, as he drifted into the editorial sanctum. "I merely submit it as a compliment."

"Then, my dear fellow, permit me to return the compliment," replied the editor, with true journalistic courtesy.—*London Tit-Bits*.

**Sad Thought for 1920.**—In spite of our good Woodrow and our lamented Theodore, I have quite made up my mind that there is no such thing as the ideal in public life, construing public life to refer to political transactions. The ideal may exist in art and letters, and sometimes very young men imagine that it exists in very young women. But here we must draw the line.—*From Henry Watterson's Autobiography*.

**Humor and Art.**—As Amy Lowell says, the Colyum conductors are not funny at all. But we know some one who is funny. Who? Oh, that's telling. By the way, have you read this stanza from one of Amy's buful pomes:

"A sulfur-yellow chord of the eleventh  
Twitches aside the counterpane.  
Blasts of a dead chrysanthemum,  
Blur.  
Whispers of mauve in a sow's ear;  
Snort of a daffodil."

—*Springfield Union*.

**A Careful Giver.**—PATIENCE—"You're engaged to Fred, aren't you?"

PATRICE—"Yes; but I'm not happy."

"What's wrong?"

"I'm afraid he's selfish."

"Why so?"

"He asked me for my hand, and I gave it to him."

"Of course."

"Well, it wasn't until I had given my hand to him that he put a diamond ring on my finger."

"Of course not. But how does that show selfishness?"

"Why, it was his hand, wasn't it?"—*Yonkers Statesman*.

**In for Keeps.**—It was in Paris. The talkative guide was exhibiting to the interested American tourist the tomb of Napoleon with all the customary flourishes of both language and hands.

"This immense sarcophagus," declaimed the guide, "weighs forty tons. Inside of that, sir, is a steel receptacle weighing twelve tons, and inside of that is a leaden casket, hermetically sealed, weighing over two tons. Inside of that rests a mahogany coffin, containing the remains of a very great man."

For a moment the American was silent, as if in deep meditation. Then he said:

"It seems to me that you've got him all right. If he ever gets out, cable me at my expense!"—*London Tit-Bits*.



**ECONOMY** Renewable **FUSES**

Mean

**DOUBLE PROTECTION**

ECONOMY renewable FUSES were approved — IN ALL CAPACITIES—by the Underwriters' Laboratories on Dec. 9, 1919—the old "APPROVED IN ALL CAPACITIES" renewable fuse using an inexpensive bare link to restore a blown fuse to its original efficiency.

Economy renewable Fuses—from 0 to 600 Amperes in both 250 and 600 Volts bear the Underwriters' approval label. Economy "Drop Out" renewal links also bear the inspection symbol.

There were millions of Economy Fuses in use before this approval was granted—a fact applicable to no other electrical device listed in the code as requiring approval.

Both the unrestricted use of Economy Fuses and the granting of approval were due to the fact that these fuses live up to all claims made for them—accurate, efficient, economical and safe.

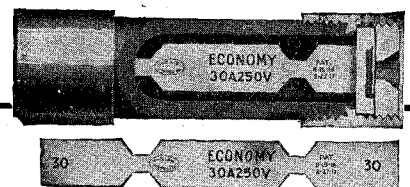
The use of ECONOMY renewable FUSES means double protection—the dependability of the fuse itself—the regular inspection by the Underwriters' Laboratories.

**Approved In All Capacities**

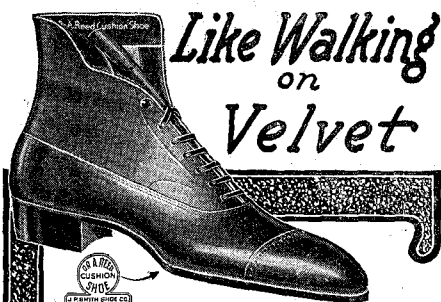
Economy Fuses, approved in all capacities, ferrule and knife blade types, are stocked and sold by all leading electrical dealers and jobbers in the United States and Canada.

**ECONOMY FUSE & MFG. CO.**

CHICAGO Branches in All Principal Cities U. S. A.  
Economy Fuses Are Also Made in Canada at Montreal







Dr. A. Reed Shoes give extra comfort at no extra cost. These "easiest shoes on earth" need no "breaking in."

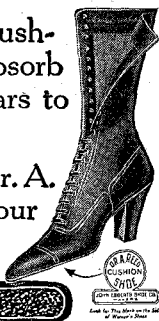
The Original and Genuine

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The famous cushion inner soles absorb all shocks and jars to the body.

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The New Up-to-date Cuticura Method



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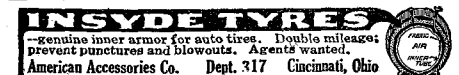
Charts, drawings, etc., without injuring the plaster, by using Moore Push-Pins (Glass Heads, Steel Points) or Moore Push-less Hangers, which hold up to 100 pounds. Sold by hardware, stationery, drug and photo supply stores everywhere. 10c per packet

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#### THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"R. M. G.," Nashville, Tenn.—"Please give me a definition of Bolshevism."

Bolshevism is the revolutionary policy of the Bolsheviks. The Bolsheviks are the terroristic branch of the Social Democratic party that became dominant in Russia during the revolution of March, 1917. It was so called because, consisting of the larger group of Socialists, it formed the majority.

"J. B. L.," Dayton, Ala.—"Please give me the correct meaning of the word Jew. I had an argument as to whether a Jew is so called from a religious or racial standpoint. I contend that it is his religious affiliations that make him a Jew, and cited the fact that there are German Jews, Russian Jews, and Polish Jews, etc. Please explain."

The terms Jew, Hebrew, and Israelite are sometimes incorrectly used as synonyms. Hebrew is the ethnological and linguistic name, Israelite the national name, and Jew the popular name of the people; as, "The Egyptians oppressed the Hebrews"; "David was the typical king of the Israelites"; "The Jews revolted under the Maccabees." The three names have their special application to the people in the premonarchical period (Hebrew), in the monarchical period (Israelites), and in the period subsequent to the return from the Babylonian captivity (Jew). In the uses referred to race or religion may be meant.

"H. A. B.," Tucson, Ariz.—"Kindly inform me the meaning of the Latin phrase 'Thesaur. Amer. Septent. Sigil.'"

The phrase means, "Seal of the Treasury of North America."

"D. L. W.," Tucson, Ariz.—"Which is the better term to employ in speaking of kinsfolk—relations or relatives?"

The distinction between the words relation, relative, and kinsman is not commonly known. A relation or relative is one to whom another may be related by ties of blood or by law. Thus, a brother is a relation or relative by ties of blood; and a brother-in-law is a relation or relative by law. A kinsman, as the formation shows, is a "man's kin"; that is, one of his own blood, as a brother or cousin.

"N. V.," Honolulu, Hawaii.—"(1) Which is correct, 'To the manner born,' or 'To the manner born?' (2) Is Lima (bean) ever pronounced Leema? (3) If a widow marries is the expression 'Mrs. John Smith (née Jones)' correct, if Jones was her former married name?"

(1) "To the manner born" is the correct form. (2) Lima (bean) is pronounced lai'ma—ai as in aisle, a as in final. (3) The term née is French and means born. It is used to note the maiden name of a married woman; as, Madam d'Arblay, née Burney. Therefore, it is incorrect to use the term in the instance cited.

"S. M. K.," Cleveland, Ohio.—The correct pronunciation of the word blasé is bla'ze—a as in art, e as in prey.

"M. V. de V.," Phoenix, Ariz.—"(1) Can the word bunch be properly used as in the following sentence, 'A bunch of people?' (2) Please explain the origin and meaning of the word kiwi."

(1) No. (2) A kiwi is a wingless bird of New Zealand, and the name is derived from the note or sound made by the bird.

"M. J.," New York, N. Y.—"What is the correct abbreviation for the State of Connecticut? 'A' claims Conn. is correct, and 'B,' Ct. Please decide."

The official abbreviation for the State of Connecticut is Conn. The abbreviation Ct. is also in use, but is not official.

"L. A. S.," Astoria, Ore.—"(1) When was the name 'Uncle Sam' first used with reference to the United States? (2) What is the meaning of 'Holy See'?"

(1) It is said that Government stores, purchased at Troy, N. Y., in the War of 1812, were marked "U. S.," and that the inspector in charge of them, Samuel Wilson, was popularly known as "Uncle Sam." (2) Holy See, or the See of Rome, is the Pope's jurisdiction, court, or office.

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The Comfort Wheel.



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They are quality wheels; mechanically perfect; quickly installed in any make of car and easily operated.

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Taylor Instrument Companies  
ROCHESTER, N. Y.  
A-3 There's a Tycos and Taylor Thermometer for Every Purpose

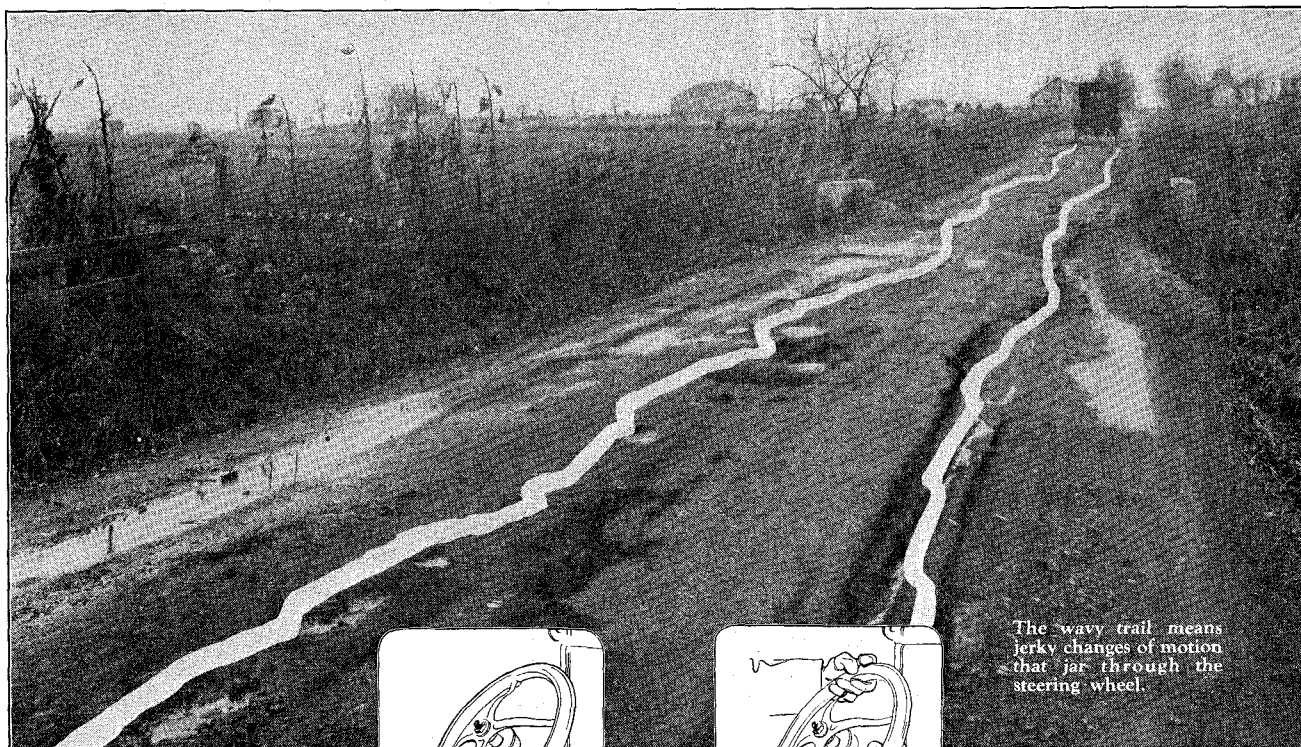
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Make its topography resemble New England. Hundreds of fresh water lakes, rolling hills, beautiful valleys; climate delightful the year round. Send for free book. Address

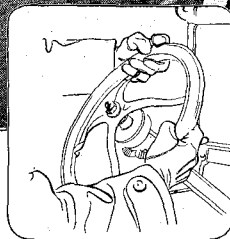
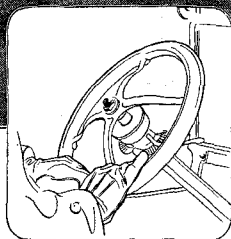
Polk County Commissioners, Publicity Department  
Drawer 4 Bartow, Florida







A steady wheel gives safe, comfortable driving.



The wavy trail means jerky changes of motion that jar through the steering wheel.

A jerky wheel induces tiring nervous tension.

## The trail your Ford leaves —and the Arm Strain of Driving

Watch the next light car that comes down the street. Look at it head on—you will observe a certain amount of "play"; a kind of wobbly, "snaky" motion in the front wheels.

Now, if the road is damp or dusty, inspect the trail these front wheels leave. It will be jerky.

There is the source of arm strain in driving—the reason why you have to grasp the wheel tightly, almost tensely.

Every slight swerve of the front wheels is transmitted direct to the steering wheel and you get it in your arms and shoulders—you've experienced it. So has every driver of a light automobile.

Now try a Balcrank Stabilizer on your machine—you will find it will handle as smoothly as a heavier car.

The Balcrank Stabilizer is an aid to steering that attaches to the tie rod and the front axle—it absorbs the vibrations of the front wheels and stops them from

reaching the steering wheel. The tiring back-lash and jockeying is eliminated; your car holds its course as truly on a high crowned road as on a flat one; you are saved from frequent and dangerous swerving to this side and that; you are protected from the sudden, unexpected changes of direction that are the cause of so many accidents.

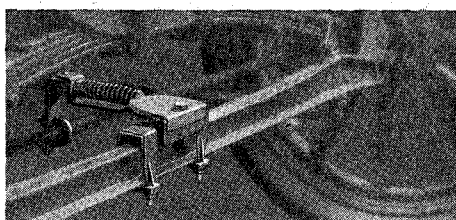
Moreover the steadying of the wheels materially lessens wear on tires, bearings and bushings.

The Balcrank Stabilizer is a tried and true comfort and safety device for steering. The cost is small—only \$6.75, and you make that up quickly in added security and increased tire mileage.

Gain freedom from the nervous tension of driving; learn what real pleasure is at the wheel. Call on your favorite accessory dealer today for a Balcrank Stabilizer, or, if you prefer, write direct to us. The Cincinnati Ball Crank Co., North Street, Cincinnati, Ohio.

# Balcrank STABILIZER

FOR FORDS AND OTHER LIGHT CARS

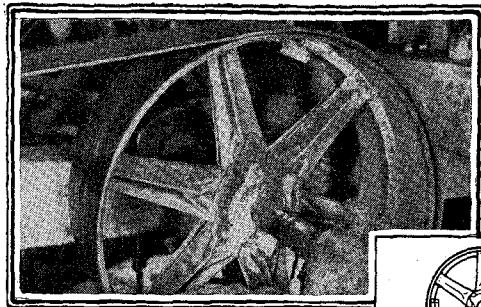


It keeps your car on the road and makes driving easy.

Showing how Stabilizer attaches. It can be applied in ten minutes with a wrench.

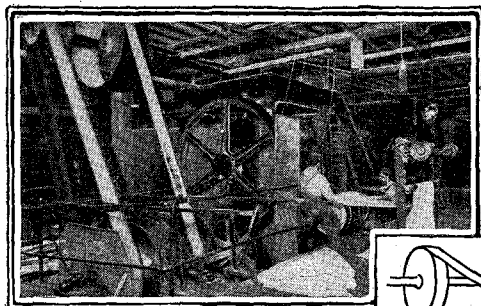
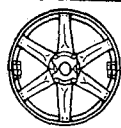


# The PULLEY:—



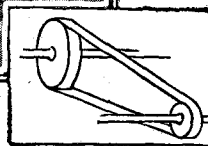
**1.—A wheel with a broad rim.**

The rim of the American steel wheel is so correctly crowned that it increases the traction of the belt and keeps the belt accurately centered.



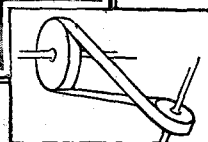
**2.—Transmitting power from or imparting power to the different parts of machinery.**

The correct design and construction of the American, and its scientifically accurate dimensions, prevent power waste.



**3.—And changing the direction of motion by means of a flat belt.**

The American so distributes the abnormal strain caused by the change of direction that its ill effects are practically eliminated.



A 37-page book on "Getting Maximum Pulley Efficiency" free on request. It will help you cut your power costs.

# THE AMERICAN



# -and its definition

**Pulley:**—A wheel with a broad rim transmitting power from or imparting power to the different parts of machinery, or changing the direction of motion by means of a flat belt.

The pulley of today must do more than its simple definition calls for. And yet, too many manufacturing executives are still willing to let a pulley be simply a "pulley." But those executives are growing small in number since, more than a quarter century ago, the American Pulley began to set new standards in power transmission.

Every possible ounce of generated power is put to work—wayward slipping and drifting of power is stopped. The American's steel is strong, resisting the strain of many years. Yet it is light, and its balance perfect. And its two-piece construction makes installing rapid, easy—makes costly "stripping" of busy shafts unnecessary.

Constant study, constant tests have made the American Pulley a builder of greater and less expensive production in a thousand and more American shops. And the very forces that have made it the most efficient will keep it so.

*See Donnelley's Red Book for Name and Address of nearest Agent*

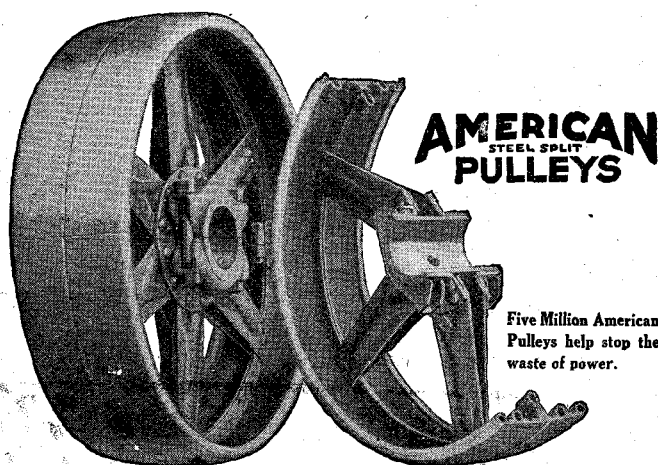
## The American Pulley Company

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# PULLEY





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is Transportation.

America today stands for Big Business because of

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These operations carried us to a high pitch of progress because American business invested in Transportation.

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## THE DIGEST SCHOOL DIRECTORY INDEX

We print below the names and addresses of the schools and colleges whose announcements appear in *The Digest* in February. The February 7th issue contains a descriptive announcement of each. We suggest that you write for catalogs and special information to any of the institutions listed below, or we will gladly answer your direct inquiry. Reliable information procured by school manager is available without obligation to inquire. Price, locality, size of school or camp, age of child, are all factors to be considered. Make your inquiry as definite as possible.

### School Department of THE LITERARY DIGEST.

#### GIRLS' SCHOOLS AND COLLEGES

Centenary Collegiate Institute  
Hackettstown, N. J.  
Illinois Woman's College . . . . . Jacksonville, Ill.  
School of Horticulture for Women . . . . . Ambler, Pa.

#### BOYS' SCHOOLS

Culver Summer Schools . . . . . Culver, Ind.  
Missouri Military Academy . . . . . Mexico, Mo.

#### SPECIAL SCHOOLS

The Hedley School . . . . . Glenside, Pa.  
Parkside Home School . . . . . Muskegon, Mich.  
School for Exceptional Children . . . . . Roslyn, Pa.  
Bogue Institute for Stammering . . . . . Indianapolis, Ind.  
Boston Stammerers Institute . . . . . Boston, Mass.  
Northwestern School for Stammerers, Inc. . . . . Milwaukee, Wis.

#### VOCATIONAL SCHOOLS

Michigan State Auto School . . . . . Detroit, Mich.

#### SUMMER CAMPS

Sargent Camp for Girls . . . . . Peterboro, N. H.  
The Teela-Wooket Camps . . . . . Cambridge, Mass.



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## SEXOLOGY



By William H. Walling, A. M., M. D.

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Knowledge a Young Man Should Have.

Knowledge a Young Woman Should Have.

Knowledge a Father Should Have.

Knowledge a Mother Should Impart to Her Son.

Medical Knowledge a Husband Should Have.

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Knowledge a Young Wife Should Have.

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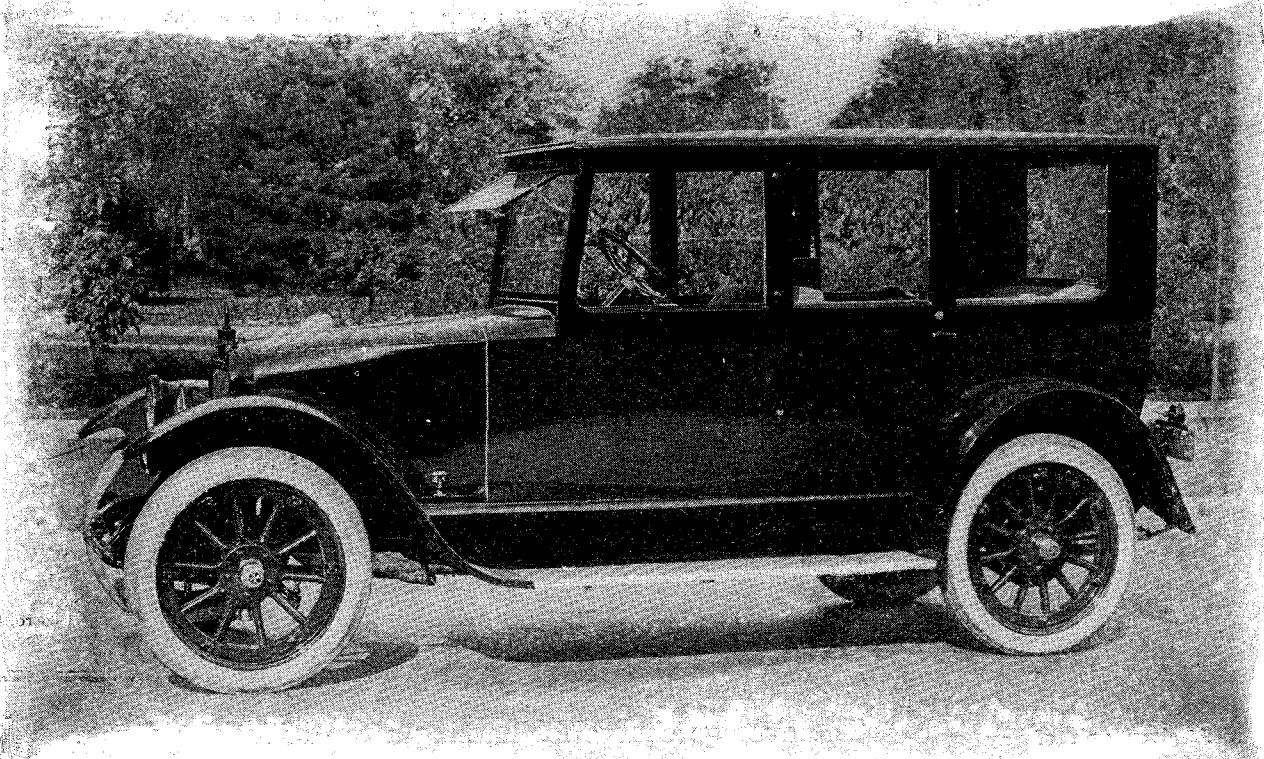
Medical Knowledge a Wife Should Have.

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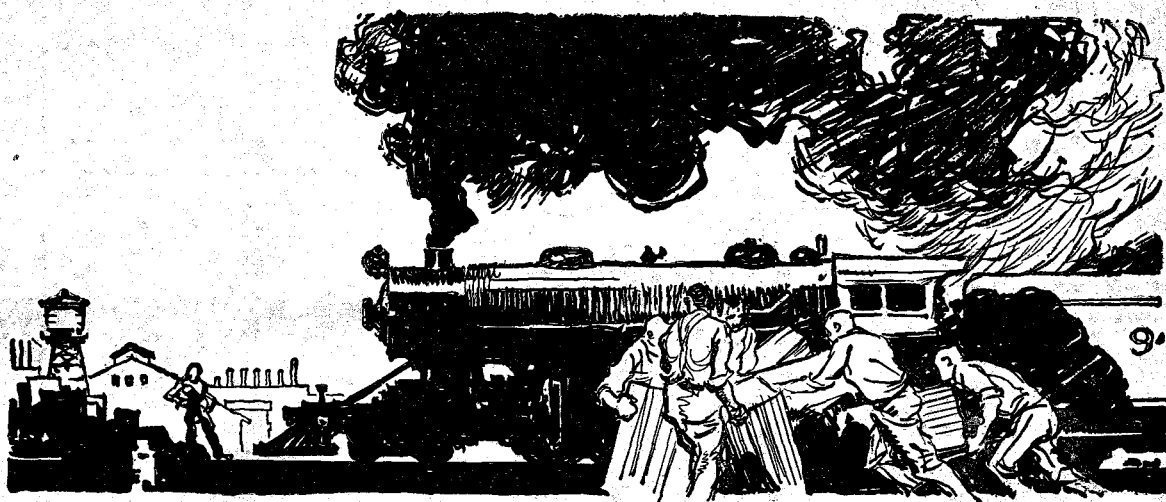
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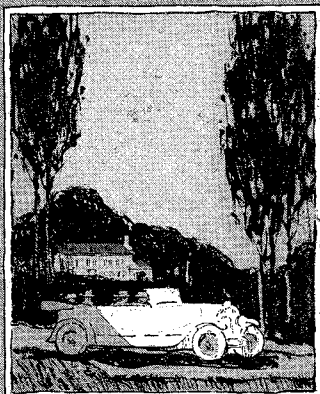
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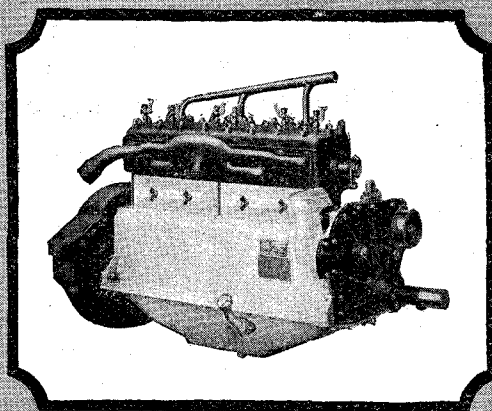
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